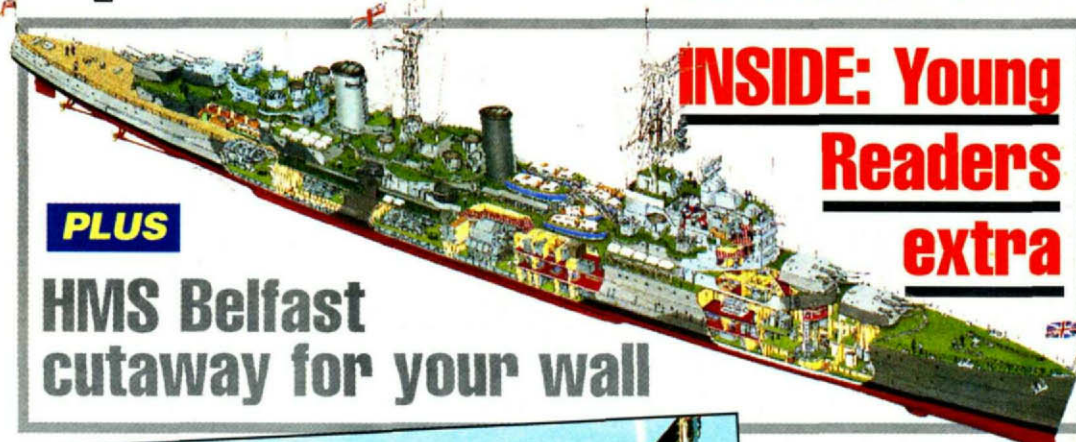


Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER

AUGUST 1999 80p



INSIDE: Young Readers extra

PLUS

HMS Belfast cutaway for your wall

20-strong task group to be tested in Egypt

EXCLUSIVE

A ROYAL Navy amphibious task group, led by the helicopter carrier HMS Ocean (right) and the assault ship HMS Fearless are to embark on a major exercise involving landings in Egypt. Britain's amphibious ships and auxiliaries will

be joined by 1,200 Royal Marines of 40 Commando and supporting arms. It will be the biggest RN deployment since the hand-over of Hong Kong more than two years ago. ■ Full story – page 26.



● HMS Splendid returns to the Clyde in triumph wearing a Jolly Roger flag – the Submarine Service's traditional display after a successful war patrol. In this case a tomahawk image has been added.



JOLLY SPLENDID!

AS HMS Splendid arrived home, flying the Jolly Roger to signal her Cruise missile successes in the Balkans campaign, Defence Secretary George Robertson announced a plan to fit more of Britain's submarines with Tomahawk weapons.

The move underlines the satisfaction of the Royal Navy and the Government at the performance of Splendid and her new missiles.

Although the Ministry of Defence will not confirm how many of the weapons the submarine fired during the 172-day offensive (press speculation refers to "dozens"), an indication of the boat's performance has been given by the Chief of Defence Intelligence.

Vice Admiral Alan West said Splendid's missiles had hit their strategic targets, at a range of up to 400 miles inland, with "deadly accuracy."

Speaking at the annual conference of the Royal Naval Association, he said Britain's Forces were "big players in the action." (See page 17).

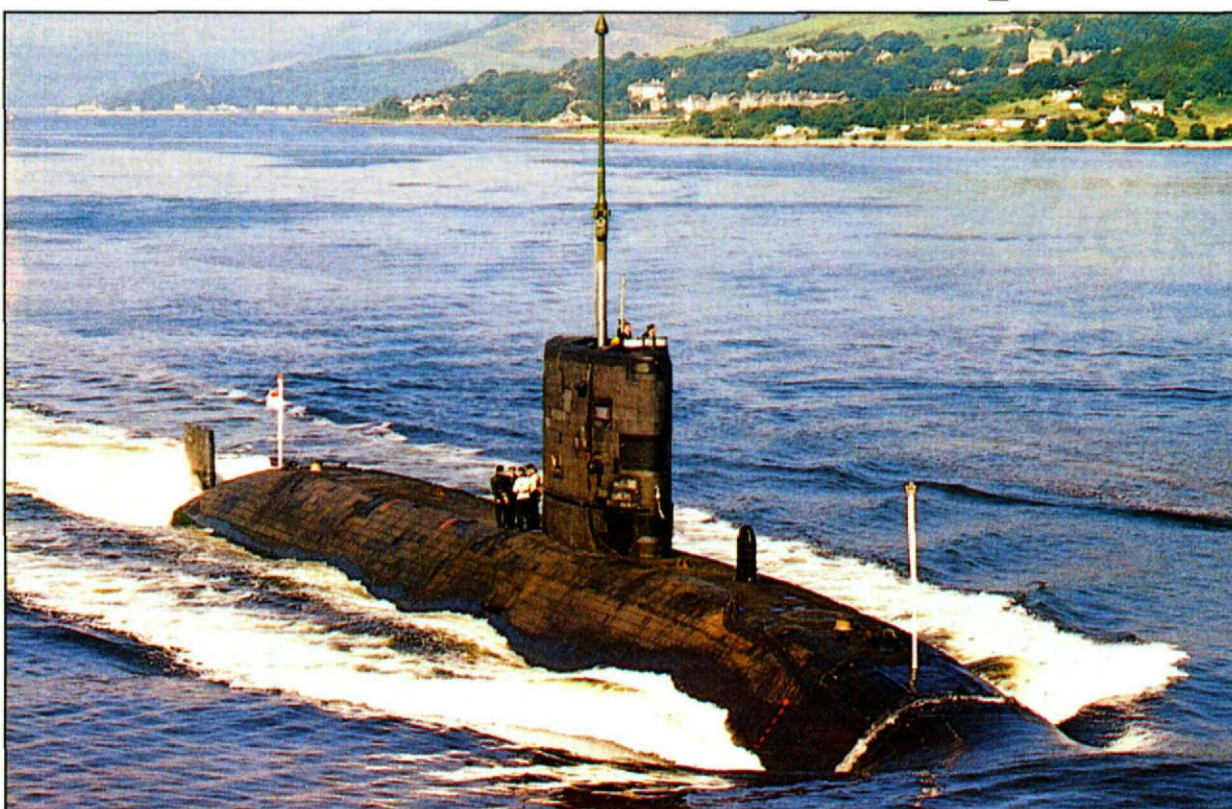
And the Defence Secretary said the boat played a vital role in destroying key parts of Milosevic's military machine.

He said: "As the first British submarine to fire cruise missiles in action, HMS Splendid will occupy a unique place in our Naval history."

He was at the Clyde Submarine Base on July 9 to welcome back and thank the 116-strong crew under their CO, Cdr Richard Barker. Mr Robertson said they could be very proud of what they had achieved.

Now a second submarine – HMS

RN Cruise programme rolls as sub returns triumphant



Sailors' round caps on the way out

ROUNDHEADS will soon have no place in the Royal Navy if trials with a new cap are successful.

A number of ratings are to test a re-designed unisex Class Two cap, which acknowledges the novel concept that most sailors' heads are not round.

According to Ann Cooney, Development Officer for Uniform Clothing at the Defence Clothing and Textiles Agency (DCTA), the

by
Mike Gray

move was sparked by a change in headgear for the Household Cavalry.

"The helmet they had had for years they had to put on the ground and bend into shape as soon as they got it," said Ann.

"So the DCTA Science and Technology Division at Colchester scanned some soldiers' heads, put the figures on the computer system and came up with the ideal shape.

"We thought we would use the information to look at the Navy's cap, because seamen had been complaining about it for years – it is round, and very few heads are round."

Early prototypes were tested in Portsmouth and at HMS Dryad, and the message came back loud and clear how comfortable the new headgear was – especially from female ratings.

Their caps slope towards the back of the head and are even more difficult to keep on in a breeze than the male version,

■ Turn to back page

■ Turn to back page

Field Gun run goes but the pageant to remain

THE ANNUAL Royal Navy Field Gun competition was ending with this year's Royal Tournament.

The decision to wind-up the 92-year-old competition had been widely predicted once it was known that the Earls Court tournament was to end.

Making the announcement, Defence Secretary George Robertson said: "The Field Gun competition has been a tremendous spectacle and it is fitting that the final run should take place 100 years on from the relief of Ladysmith during the Boer War (when RN sailors manhandled their guns overland).

"We must now look to the future and to activities reflecting the training and operational activities of the Services in the next century. The Field Gun competition deserves to go out with a bang and not a whimper."

Mr Robertson has promised new annual military events in 2001 to replace the Tournament. And next year the main Service contribution to Britain's Millennium celebrations will be the Royal Military Tattoo 2000.

The six-day event, in Horse Guards Parade, will begin on July 15 and each evening will comprise a 90-minute, non-stop spectacular including fly-pasts and parachute landings.

Mr Robertson said that in recent years the Royal Tournament had lost audiences, money and deepened overstretch in the Forces. "It is time to re-invent and re-invigorate the shop window of Britain's military mission," he said.

To that end a new military tattoo, with ceremonial, massed bands and pageantry, would be held each summer in Horse Guards parade.

And a Military Festival would be

held each year outside London at different locations over a long weekend in the summer.

The Royal National Lifeboat Institution made two ten-minute appearances at this year's Royal Tournament to mark the 175th anniversary of the RNLI. Lifeboat crews from Brighton and Littlehampton raced each other to their 'lifeboat stations' to see who could get fully prepared and launch their lifeboat first.

Ticket winners

WINNERS of last month's *Navy News* competition for ten Royal Tournament tickets are: M. Pearce, Cwmbran; A. Agnew, Plymouth; A. Clark, York; J. McColm, Edinburgh; M. Coles, Swindon; R. Wall, Essex; P. Rose, Ryde; C. Hoyle, Totland, IoW; D. Crowley, Bucks.; M. Armstrong, Oxford.

Sutherland on guard for Scots Parliament



A GUARD from HMS Sutherland marches from Edinburgh Castle down the Royal Mile to add to the splendour of the Royal opening of the Scottish Parliament on July 1.

The Type 23 frigate provided 42 personnel out of her complement of 189 for the guard element. Members of her ship's company also acted as street-liners along the route taken by the Queen's carriage.

And the ship further contributed to the spectacle by getting lit up at night at her Leith berth.

Sutherland was a welcome choice for the occasion: as her name suggests she has strong links with Scotland, a bottle of finest malt whisky, instead of champagne, being broken over her bows at her launch in 1996.

Pictures: LW(PHOT) Penny Taylor and LA(PHOT) Adrian Hughes



Assurance over Plymouth Navy Days as...

NEW SEA FESTIVAL PLANNED IN 2001

A FESTIVAL of the sea, intended to repeat the blockbusting event last year, will be held at Portsmouth Naval Base in 2001.

Styled Maritime Festival

2001, it will form the first of the tri-Service Military Festivals announced by the Defence Secretary.

As *Navy News* went to press the RN was meeting ten potential contractors bidding to run the event in conjunction with the Service. The

Navy hopes to repeat the success of last year's International Festival of the Sea which attracted 200,000 people.

It was almost a tenfold improvement on attendance at the last traditional Navy Days held at Portsmouth. Lt Cdr Bob Ferry,

Staff Officer Special Events there said that attendance at Portsmouth Navy Days was progressively falling until it was "subsumed" by the sea festival concept.

Such a festival could be held to mark a specific event every few years – such as the bicentenary of the Battle of Trafalgar in 2005.

There are now no plans to hold traditional Navy Days at Portsmouth, by alternating every other year with those at Plymouth, as was the previous arrangement. The matter is, however, under continual review.

Meanwhile, there are no plans to scrap Plymouth's traditional Navy Days, held on August bank holidays every other year. Plymouth's attendance remains acceptably high, drawing holiday-makers from areas such as the Midlands.

Cdr Gary Spalton of the Naval Staff told *Navy News*: "The future of Devonport Navy Days is assured. In the recent strategy paper *The Royal Navy in the Public Eye*, the Navy Board takes the view that Navy Days at Devonport, and the Faslane Fair, are essential events in the Navy's management plan."

It is likely that in 2002 the RAF will be the host Service for the Military Festival. Cdr Spalton said it was probable that measures would be taken to ensure that the festival and Plymouth Navy Days, due to be held that year, would not clash.

In 2003 the Army will host the festival and, although there are no definite plans for 2004, it is possible that Devonport Navy Days could be the location for the tri-Service event that year.

ABs will get rate badges

FOR THE first time Able Seamen are to get rate badges. The decision, approved by the Navy Board, was made because the general-duty white, short-sleeved shirt for junior rates introduced last year lacked Naval identity.

The new badge will take the form of a dark-blue shoulder slide with gold lettering identifying the wearer as ROYAL NAVY, QARNNS, QARNNS(R) or RNR. They will be worn from November 1.

All eligible ratings will receive a one-off issue of two sets. After that, they will be issued at a ceremony after completion of Part 1 training.

Suicide rating: Bullying claim is rejected

A VERDICT of suicide was recorded at an inquest into the death of a rating who hanged himself with his belt at HMS Sultan.

The Navy rejected earlier claims that AEM Jason Gough (17) had been bullied by his fellow trainees. A Naval Board of Inquiry into his death had found no evidence to support any allegations of bullying.

The inquest heard that AEM Gough had had a history of instability and depression, and had not revealed to the Navy that he had attempted suicide before joining.

AMONG Royal Navy observers of the total eclipse of the sun on August 11 will be fishery protection vessel HMS Shetland. She will be in the South-West Approaches with a BBC camera crew on board to capture the spectacle.

RN bomb team's double whammy

TWO operations in two days to clear wartime explosives from busy shipping areas were carried out in late June by the Portsmouth-based Southern Diving Unit 2.

On June 24, PO(D) Steve Fitzjohn dealt with two 50kg German bombs whose discovery in Dover harbour had halted shipping movements for a time.

Early the next morning, in the Solent, the fishing vessel Dorothy Jane reported that she had trawled up what looked like a torpedo.

In fact, the team sent to deal with it found that it was a British Mk 9 ground mine. The trawler had left it in four metres of water about 400yds off the Royal Hospital Haslar.

Isle of Wight ferries had their routes diverted while the SDU team, led by CPO(D) Cliff Richardson, used specialised lifting gear to move the mine about a mile offshore where it was detonated.



● We're in the News... LOM Raymond (Alf) Ramsay reads about his ship's £1.9-billion drug-busting feat when the Type 23 frigate HMS Marlborough returned to Portsmouth after a months-long tour as West Indies guardship.

Picture: Trevor Muston

LAST TRIALS UNDER RED DUSTER

A YEAR after her launch by Princess Alexandra, HMS Kent has successfully completed her contractor's sea trials – the last time they will be done under the Red Ensign.

A recent change in regulations now requires new ships to fly the Blue Ensign while on trials.

The 14th Duke-class frigate underwent a week of extensive propulsion and domestic system trials off the Isle of Arran, firing her gun before returning to Marconi Marine's Yarrows shipyard.

After her acceptance – planned around Christmas – she will become the seventh member of the Fourth Frigate Squadron at Portsmouth.



Clare Short surveys Guzz 'earthquake'

CLARE Short watched the crew of HMS Gloucester provide disaster relief to a village hit by an earthquake when she visited Devonport.

The exercise was of special interest for the head of the Government's Department for International Development, which has lately worked closely with the Navy in the wake of Hurricane Mitch in Central America, in the volcano-struck Caribbean island of Montserrat and in the Balkans.

"The involvement of our Armed Services in providing assistance in disaster situations cannot be underestimated," she said. Their work with us in Kosovo has been invaluable in helping people to rebuild their lives.

Progress met with royal approval

PRINCE Michael of Kent, Honorary Commodore RNR, called at HMS Northwood Reserve Training Centre – its first royal visitor since the move to Brackenhill House, following the great storm of 1987 that severely damaged its premises in Northwood Headquarters.

Commanding Officer Cdr Terry Craig told him the centre was entering a new phase of expansion. The past year had logged a Young Achievers Award, a Lord Lieutenant's Commendation and several promotions – and the unit had just won the RNR Mountbatten Wireless Trophy for most progress in communications over the past year.

Prince Michael is met by Cdr Craig and the Commodore Royal Naval Reserves, Commodore Muriel Hocking.

'CREEPING TIDE' OF CIVILIANISATION

Navy culture threatened, says Jane's

Some social trends are creating "a corrosive divide" between the values of modern society and those of the Navy's culture, warns Capt Richard Sharpe in the foreword to the latest edition of *Jane's Fighting Ships*.

They go some way to account for the growing manpower shortage in Western armed forces, he suggests in the 1999-2000 issue of the book regarded worldwide as the naval 'bible'.

"As always when predominantly volunteer navies have manning problems, there are many issues involved. These include diminished force levels leading to reduced promotion prospects, national economic and employment cycles which are beyond the influence of the military, rates of pay when compared to civilian jobs, sea/shore appointing ratios and ship deployment patterns which govern time spent away from home.

"None of this is new, but a recent trend... is what is perceived as the failure of senior officers to stand up against a creeping tide of civilianisation.

"There are two incompatible views on this subject. One advocates the trumpeting of military life as being tough, disciplined and different, and the other demands that servicemen and women must adjust to the attitudes and social changes of the civilian world from which they draw their support and their recruits... More determination is needed at the top to extol the virtues of being different, rather than being overwhelmed by

pressures to conform to inappropriate social attitudes which undermine fighting effectiveness."

Leadership was at least as important as good management.

"If management is the science of creating structures which are efficient and make the best use of resources, leadership is the art of getting people to do things they would not otherwise have done.

"Ultimately the Armed Services are about fighting and risking your life, training to out-think and out-manoeuvre an enemy, and being prepared to put absolute trust in those around you. None of this can be achieved without positive leadership backed by rigorous self-discipline, neither of which could be described as the predominant characteristics of the more progressive society to which Western millennium man seems to aspire.

"Increasingly 'rights' are being placed before 'duties'. A compensation culture is also milking money for perceived injuries, both physical and mental."

Capt Sharpe believes the increasing civilianisation of support tasks is weakening the link between those taking their turn at the front line, and those whose job it is to back them up within the same command structure.

"The support jobs also offer a more normal family life, which is

seen as some compensation for the long separations caused by front line deployments. Then there are short-term measures in general which ameliorate manpower gaps and in so doing create more problems in the longer term. This includes the growing tendency to send ships to sea without their full complement on a so-called 'reduced manning standard'."

The current culture of Western industrial management created its own difficulties.

"First among these is the spread of bureaucracy and accountancy procedures to the detriment of straightforward training and simple operational goals. Then there is the language of modern management.

"When used by senior officers it causes little but derision in the front line."

Lack of urgency behind public support for military operations also helped account for manpower shortages.

"... it eventually becomes demoralising if many of the skills for which so much training is required seldom seem to be deployed with the wholehearted support of the nation, most of whose people would prefer to opt for a quieter life, and some of whom are openly hostile to armed deployments, particularly those that are half way across the globe.

"This laissez-faire attitude amongst the privileged peoples of rich and industrialised nations is a growing threat to international stability, and an almost open invitation for the proliferation of aggressive and hostile autocratic regimes.

"Western naval forces are still (just) living off the fat bequeathed by the end of the Cold War. Although the United States is showing signs of recognising the need to halt the precipitous decline of the last decade, the same cannot be said of most other democratic nations, although the latest crisis in the Balkans may act as a belated wake-up call in Europe."

□ The 102nd edition of *Jane's Fighting Ships* is published by Jane's Information Group at £280.

JACK ET JACQUES

Les Déserte Île Disques

(Dans une petite île Caraïbienne, après une célébration banyan pour le ship's company de HMS Marlborough)

'Wake up Jack, pour Christ's sake!'
'Eh?? Wassamarrer, Jacques? J'ai rêvé que j'étais en Paradis... 'Allo! Où sont le reste des lads? Et, more to le point, où est notre bateau?'
'Disparus, Jack! Les lads et le bateau! Ils sont partis tous les deux!'

'Quoi? Sans nous? Ce n'est pas très gentil. Les sales rotten batards.'
'Où! Mais ce n'est pas un joking matière, Jack! Qu'est-ce que c'est que nous ferons maintenant?'

'Nous trouvons un bar et nous avons un few wets, Jacques mon vieux mucker. Comme d'habitude.'

'Avez vous remarqué quelque chose, Jack? Cette île est inhabitée. Pas des habitants, et donc pas de bar! Nous sont seuls ici! Nous sommes marooned, abandonnés sur une île déserte!'

'Merde! Et pas de bière left from le banyan, either? Quelle stupide question. Oh well, ça ne fait rien, eh? Pas de worries, Jacques – le bateau revient bientôt. Meanwhile, j'ai besoin de quarante winks...'

'Jack! Le bateau ne revient pas seulement pour nous! Le bateau est required pour une autre grande drogues-buste operation!'

'Phew... Nous sommes vraiment dans le bouillon, then! Nous ferions better de faire immédiatement les lettres dans les bouteilles... Oh! Regardez, Jacques! Ils ont du moins oublié le cassette player!'

'Mmm... Merveilleux, Jack! Avec un selection de tapes très approprié à notre situation, je vois!'

'Eh? Oh, non! Où est mon *Le Worst de Phil Collins*? Mon *Spice Girls B-Side Rarités*? Mon *Kylie Minogue Live à Alice Springs*? Et qu'est-ce que c'est que nous avons ici? Votre *Autumn Leaves* par Edith Piaf! *Raindrops Keep Falling Sur Ma Tête* par Sacha Distel! Et – sacre bleeding bleu – *Les Parapluies de Belsize* par Englebert flaming Humperdinck!'

(HMS Marlborough est revenue from sa mega drogues-buste dans le Caribbean en Juillet 1 – sans Jack et Jacques)



Illustrations par TUG.



Defence made simple – entries invited now

ENTRIES for the 1999 Plain English Campaign's Inside Write Awards are being invited from Navy and Civil Service authors.

They can include articles, journals or material produced for the Internet or Intranet which cut through defence jargon – and you can either send in your own work or nominate another's.

This year's award ceremony will be at the Queen Elizabeth II Conference Centre, Westminster on December 8. Nominations by September 10 to Russ Mitchell, Room 614, Northumberland House, Northumberland Avenue, London WC2N 5BP

NVQs take flight

NATIONAL Vocational Qualifications are now available to members of the Air Engineering Mechanics sub-branch (NVQs Levels 2 and 3) and to Naval Airman (Survival Equipment) ratings (NVQ Level 2). Details are contained in RN Defence Council Instruction 99/99.



Illustrious takes on starring role

STAR ATTRACTION at this year's Plymouth Navy Days – the helicopter carrier HMS Ocean – has been withdrawn from the show for operational reasons. But the Navy Days organisers are far from downhearted – they are getting the aircraft carrier HMS Illustrious as a replacement.

It is the first time for many years that an aircraft carrier will be opened to the public in Devonport. And, as a bonus, Navy Days on August 28-30 will get the Type 42 destroyer HMS Manchester.

Besides those Portsmouth-based ships there is the 'home team' – the Type 23 frigates HM ships Monmouth, Sutherland, Montrose and Somerset; the Type 22s HM ships Sheffield and Campbelltown; and the survey vessel HMS Beagle.

Mine warfare forces will be represented by the Hunt-class ship HMS Chiddingfold and the Sandown-class vessel HMS Walney. The Royal Fleet Auxiliary are sending RFAs Argus and Black Rover, and it is hoped that at least one submarine will be there. All vessels,

except HMS Sutherland, will be open to the public below decks. "We are aiming to attract the kind of numbers not seen since the 1970s by providing the best Navy Days ever," said a spokesman. "Two years of detailed planning will come together over August bank holiday weekend for what will be a

Carriers in Plymouth Navy Days switch

fantastic visitor experience for all."

In the air, the RAF aerobatics team the Red Arrows will give a show on the Saturday, an RAF Jaguar on the Sunday, and a Fleet Air Arm Sea Harrier and helicopters on all three days, followed by the Red Devils Free Fall Parachute Team.

A special, 3,000-seat arena will be erected and throughout

Plymouth Navy Days 99 is being supported by Navy News

each day will feature displays by the Royal Marines, Sea Cadets and bands including the RM Band Plymouth.

Another special feature of the event will be a tattoo on the evenings of August 27-29.

Further variety will be provided by the sail training ship Lord Nelson, the sail training ketch Hardiesse and the vintage tug Golden Cross. Foreign warships will include the French minehunter Pegase.

Tickets will cost £10 for adults, and £5 for children under 16, students, senior citizens and disabled people. There is no charge for children under the age of five, and coach and car parking is free.

A family ticket for two adults and two children costs £20. Tattoo tickets cost £5 per adult and £2.50 for children, etc.

There is a 25 per cent discount on all tickets bought in advance from Plymouth Tourist Information, The Discovery Centre, Marsh Mills, Plymouth PL3 6RN (cheques payable to Plymouth Tourist Information).

Tickets can also be bought via the Internet on:

www.navyday.com

They can also be obtained by credit or charge card, or by calling 01752 266031. Credit and charge card purchases will include a 50p booking fee.

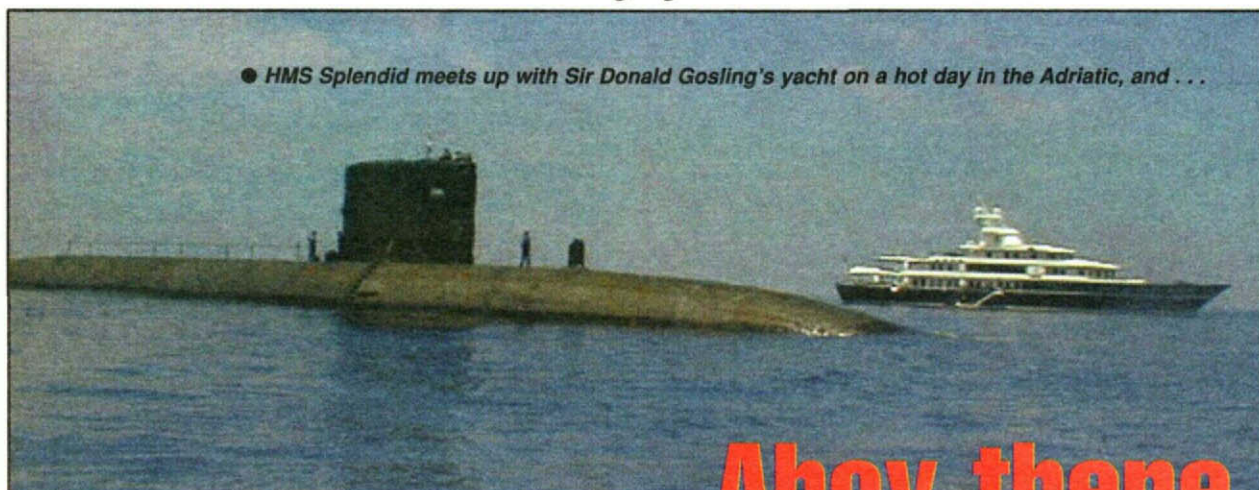
■ Illustrious in major exercise – page 26.

● HMS Illustrious during trials in the Channel.
Picture: LA(PHOT) Terry Seward



Sir Donald takes luxury yacht for secret meeting with Tomahawk submarine

● HMS Splendid meets up with Sir Donald Gosling's yacht on a hot day in the Adriatic, and ...



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Ahoy there, Splendid! Let's party!

IN A REMARKABLE link-up, HM submarine Splendid surfaced in the Adriatic to meet up with a millionaire's luxury yacht – and a trio of TV and radio entertainers.

It was all at the instigation of Sir Donald Gosling, founder of National Car Parks who, as a staunch supporter of the Royal Navy, is an Honorary Captain RNR.

The unlikely rendezvous took place on the last – and hottest – day of Splendid's operational deployment to the Adriatic.

Sir Donald's yacht the Leander had left the Italian port of Bari for the secret location where a boat transferred him in flat-calm conditions to Splendid. With him were snooker celebrity John Virgo, Steve James and Roger Royle – and gifts of newspapers, magazines and nutty.

During their visit the crew held a barbecue on the submarine's casing, and many were able to take a trip over to the sumptuous surroundings of the Leander.

■ Wreckage of the first live Tomahawk missile to be practice fired by Splendid has been recovered and is now on display at the Royal Navy Submarine Museum at Gosport.

... holds a barbecue on the casing.



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Cruiser faced the might of Germany

SHEFFIELD only appeared in the list of names used by the Admiralty in 1936, when the Southampton-class ship was launched on the Tyne.

But she certainly made up for lost time by attracting more than her fair share of credit for establishing the class as among the most successful cruisers ever built.

She quickly acquired the nickname Shiny Sheff, in part down to the experimental use of stainless steel for fittings more normally made of brass.

The class were renowned for sea-keeping qualities, and their ability to take punishment, which was demonstrated when Sheffield struck a mine off Iceland which ripped a huge hole in her side, threatening to snap off her stern.

In a rising sea with a full gale brewing, late in the evening, shipwrights worked furiously to build, then maintain, a coffer dam and shoring to prevent the steering gear being wrecked by the incoming sea.

Shepherded by the destroyers HM ships Faulknor and Eskimo, the crippled cruiser limped the 70 miles to Seidisfjord in Iceland, where over three weeks, a massive patch of timber, wire and metal rods was fitted, backed by hundreds of tons of coke in sacks to support the patch and absorb leaking water.

With difficulty she made it the 700 miles to Scapa Flow.

But it was Sheffield's offensive capabilities which won the plaudits.

She was involved in the bombardment of Genoa in 1941, and braved the guns of the mighty Bismarck, shadowing her until the Home Fleet could catch up and sink her.

She also slugged it out with the Admiral Hipper and Lutzow in 1942, and the following year helped destroy the Scharnhorst and supported attacks on the Tirpitz.

She was finally towed to Faslane for scrapping in 1967 after a 30-year career.

Her successor did not enjoy anything like as long or successful a life.

The Type 42 destroyer was launched by the Queen in June 1971, the first of the class.

But her end came violently in the waters off the Falkland Islands, when in May 1982 she was struck amidships by an Exocet missile launched from an Argentinian aircraft.

The missile smashed through the engine room and other vital areas, starting fires which raged out of control.

A total of 20 men died, and 24 others were injured.

Sheffield was abandoned, but remained afloat for six days, a smoking, burned-out wreck, before she finally sank while under tow.



● Illustrious pedigree – Type 22 frigate HMS Sheffield.

3-2-1 for Sheffield

THE NUMBERS game plays a significant role in the life of HMS Sheffield.

The ship is the third to bear the name of the Yorkshire city, and what the name lacks in history it makes up for in reputation, built rapidly since the 1937 cruiser first saw action.

The current ship is a Type 22 Batch 2 frigate, and since the decommissioning of HM ships Beaver and London is one of only two of her kind still in service, the other being HMS Coventry.

And she currently belongs to the First Frigate Squadron, although she is due to transfer to the Second Squadron when the First is disbanded next month.

Sheffield emerged from refit in March 1998, and began a hectic round of tasks shortly after.

She deployed as West Indies guardship in June last year, and was crucial in Operation Teller off Honduras following the devastating Hurricane Mitch.

The frigate was one of the first ships to set rescue teams ashore, and pulled 36-year-old teacher Isabella Arriola from the sea 80 miles offshore after the woman had been swept away while clinging to flotsam.

Sheffield had already helped the island of St Kitts, badly hit by Hurricane Georges, and rescued the crew of a freighter, hit by an explosion and in the path of the oncoming Hurricane Mitch.

She also found time to star in

the RN recruitment commercial featuring a high-speed drugs bust.

She returned to her home port of Devonport in December, and has spent a good deal of this year on valuable liaison tasks.

In April she received the Freedom of the City of Sheffield, and took part in a careers forum in Hull.

Shortly afterwards Cdr Tim Lowe assumed command from Cdr Colin Hamp, and the new CO took her to Brest where the embarked officer cadets visited the Ecole Navale, the French Navy's equivalent to BRNC Dartmouth.

She has also acted as training platform for Principal Warfare Officers (PWOs), International PWOs, helicopter deck landing and navigation, and joined in the Submarine Commanders Course.

Most recently the frigate took part in the second Joint Maritime Course of the year off north-west Scotland, and has visited Sunderland for a careers forum.

The frigate was principally designed for anti-submarine warfare, although they can effectively engage surface or air targets.

She is fitted for, but not with, Exocet missiles; so her main weapons are Seawolf and Sea Skua missiles, torpedoes and depth charges, some delivered by the ship's Mk8 Lynx helicopter.

The pace doesn't slacken over the summer for Sheffield.

She is due to appear at Navy Days in Plymouth, and will follow that up with visits to Rotterdam and Bilbao before NATO Exercise Northern Lights in September.

The year will end with the ship sea training.

BATTLE HONOURS

Norway	1940	Arctic	1941-43
Spartivento	1940	North Africa	1942
Atlantic	1941-43	Barents Sea	1942
Bismarck	1941	Biscay	1943
Mediterranean ...	1941	Salerno	1943
Malta Convoys ...	1941	North Cape	1943
Falkland Islands	1982		

Facts and figures

Class: Type 22 Batch 2 frigate
Pennant number: F96
Builder: Swan Hunter, Tyneside
Launched: March 26, 1986
Commissioned: July 26, 1988
Displacement: 4,900 tonnes
Length: 148.3 metres
Beam: 14.5 metres
Draught: 6.2 metres
Speed: In excess of 30 knots
Complement: 270
Machinery: COGOG (Combined Gas Turbine or Gas Turbine): Two Rolls-Royce Olympus gas turbines (full power); two Rolls-Royce Tyne gas turbines (cruising); twin shafts; controllable pitch propellers; four 1MW Paxman diesel generators
Armament: GWS25 Mk3 Seawolf missile system; Shipborne torpedo weapon system; 20/30mm close range guns
Aircraft: Lynx Mk8 helicopter (carrying Stingray torpedoes, Sea Skua air-to-surface missiles and depth charges)
Radar: Navigation: Kelvin Hughes Type 1007; Air surveillance: GEC Marconi Type 967M; Medium-range air/surface surveillance: Marconi Type 968
Sonar: TMSL Type 2050 medium-range search; Ultra Type 2031Z passive towed array
Countermeasures: Seagnat (DLB); Barricade (DLK); FTR DLF(3)
Affiliations: Third Battalion, The Duke of Wellington Regiment; Destination Sheffield; The Worshipful Company of Cutlers, Sheffield; Sheffield Children's Hospital; Ward's Brewery, Sheffield; Sheffield United; HMS Sheffield Association; Radio Hallam FM, Sheffield

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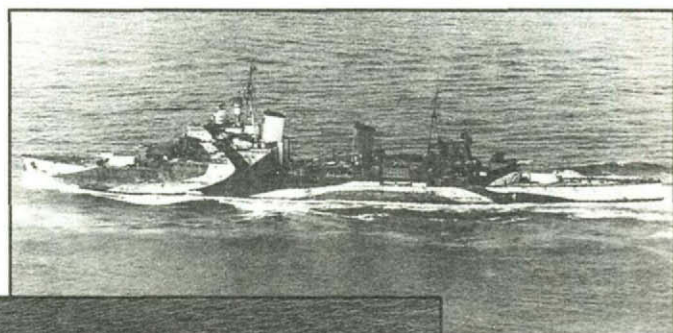
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● Taking the honours (above) – Southampton-class cruiser HMS Sheffield which won 12 Battle Honours between 1940 and 1943.

● Casualty of war – Type 42 destroyer HMS Sheffield (left) which was sunk by enemy action in the Falklands War.





JACK



German hospitality

1974 WAS the first time British sailors were guests in our village for Kiel Week, the big annual sailing event in Germany.

So in this year we have a jubilee. In all those 25 years, more than 750 members of the Royal Navy from 33 ships have been visitors with German families. — **W. Krueger MBE**, Sterup, Schleswig Holstein.

Lowest of the low

NOW that the rate of AB is the collective term right across the board as a starting rate, is it not time to review another? The term 'Junior Rate' has long since ceased to be an accurate one to describe 'lower deckers', unlike 'Senior Rates' where Zimmers are largely required...

When you pass signs for 'Junior School' you see loads of children running around like crazed 'OST' staff. On tablet bottles you read 'Keep out of reach of Juniors'. Officers, especially the newer ones, look upon us along much the same lines and treat Junior Rates as most people would their neighbour's children.

If we could drop the term 'Junior' I'm sure those 'Rates' who are in their late 20s and 30s would be looked upon in a slightly different light as officers slowly realise some of the lads aren't as junior as the term suggests. — **LS(SEA) M. Roe**, HMS Beagle.

THE RATE of Ordinary Seaman has now been abolished — so how does the Killick of the Mess handle things now? It used to be "You're acting like a ***** big O.D." should one have the misfortune to cross 'Hooky' or be picked up at Rounds etc.

Now is it "My dear chap, you are behaving like a rather immature Able Seaman"? — **P. Herlihy**, Ruislip

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

In-Aisne order issued by the Admiralty

I AGREE wholeheartedly with Mr M. K. Tither's views on accurate Jackspeak (May issue) but may I correct him on a point of detail?

I too, some years ago, had expressed concern about those who claimed to serve "on" a ship. I was corrected by a wardroom member (now an Admiral) who informed us that, although in general terms it was not appropriate to be or to serve "on" a ship, there were some exceptions.

He claimed that an Admiralty Order had in fact once been issued to ensure that no-one was ever accused of being in-Active or in-Aisne.

Your readers may recall the several other names he mentioned. — **Capt R. B. Turner**, British Embassy, Brasilia.

Jack, not Nathaniel

I'VE GOT and read every Alexander Kent book and all the books of the other Naval historical novelists you noted in the April edition.

But have I spotted your deliberate mistake? Patrick O'Brien's character is Capt Jack Aubrey, not Nathaniel Drinkwater. That individual is the brainchild of Richard Woodman.

Many thanks for information about Adam Bolitho continuing the Bolitho family adventures — let's hope the young man has more luck with women than his uncle. I'll have to see who I can bully into getting *Second to None* for me.

You have to stay awake buying such novels here in the States since they are not past changing the titles and one can find oneself buying the same book twice. In the USA Patrick O'Brien's novel *Clarissa Oakes* was issued as *The Truelove*. — **P. H. Palmer**, Largo, Florida.

Congratulations, Mr Palmer — you did indeed spot our 'deliberate mistake ...' — **Ed**

We see no Nelson

I READ with dismay the article concerning the removing of the Nelson statue and the renaming of Trafalgar Square, Bridgetown, Barbados.

I am a member of the Nelson Society and I and some other members have been engaged in a campaign with Montreal City Council in similar manner.

Some time ago the statue of Nelson was removed from Place Jacques Cartier. Apparently it had fallen into a poor state and had to be replaced.

The original is to be kept in a public building. However, at present I do not know whether a replacement has been made or not.

As a result of your article I have written to the Barbadian High Commissioner hoping to have definite information as to the final resting place of the statue.

If I receive any further news I will let both the Nelson Society and Navy News know. — **Mrs Dawn Latham**, Reynoldston, Swansea.

Salvage claim: our biggest peacetime operation?

WHEN serving as Leading Writer on board HMS St Brides Bay in September 1958 I took part in what I understand is the biggest salvage operation ever undertaken by the Royal Navy in peacetime — the tankers SS Melika and Fernand Gilabert, which collided off Ras al Hadd in the Arabian Sea.

I wrote the following to my mother: "We had just left Bulwark and were on our way to Singapore when we received a signal that two tankers had collided and were burning not very far from our position. We altered course and arrived at the scene early the next morning to find that one tanker, still burning, had been towed away by the destroyer Puma. We were then the only ones on the scene, but Bulwark had landed an officer and a couple of ratings on the other, the Fernand Gilabert, which was still burning around the bridge and superstructure. She was in an awful state, almost completely gutted, and with a great hole in her bows where she had rammed the other ship."

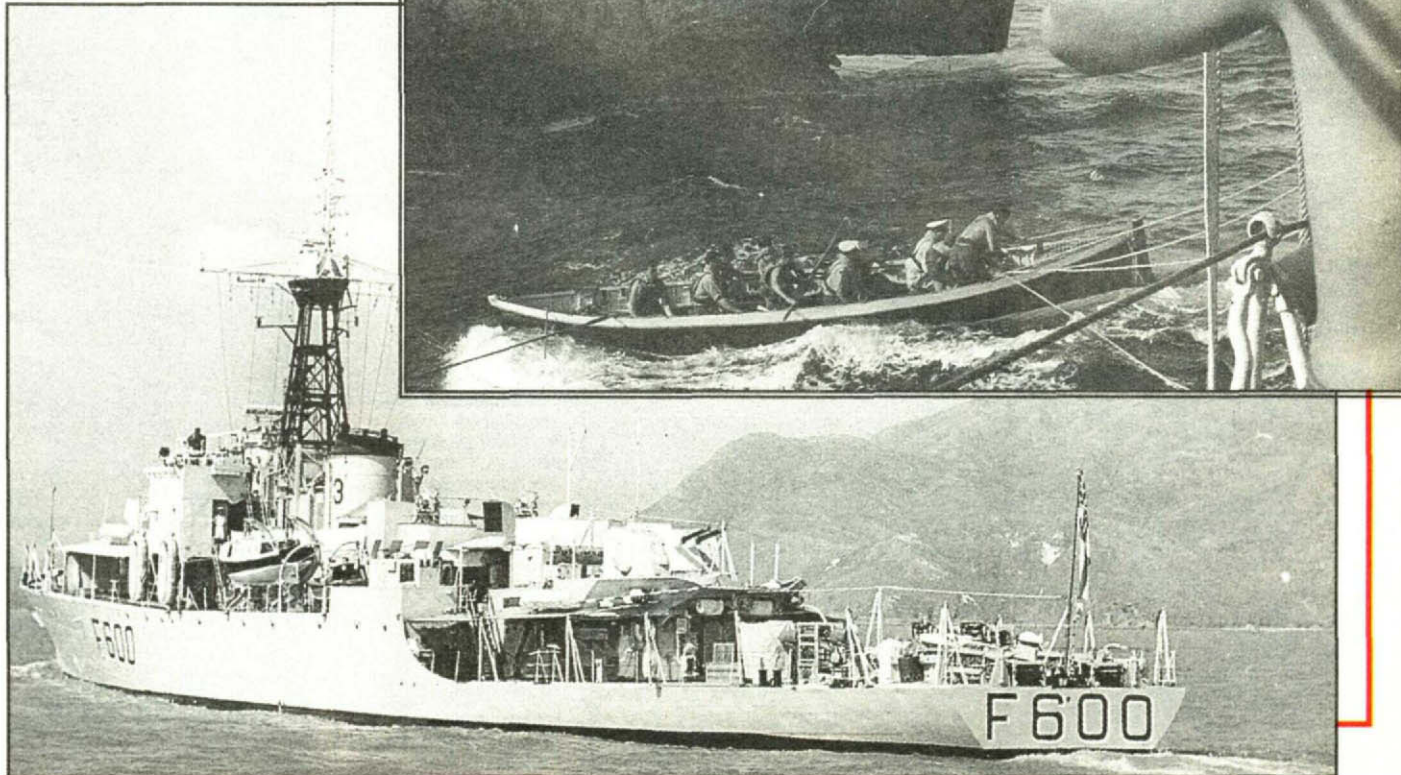
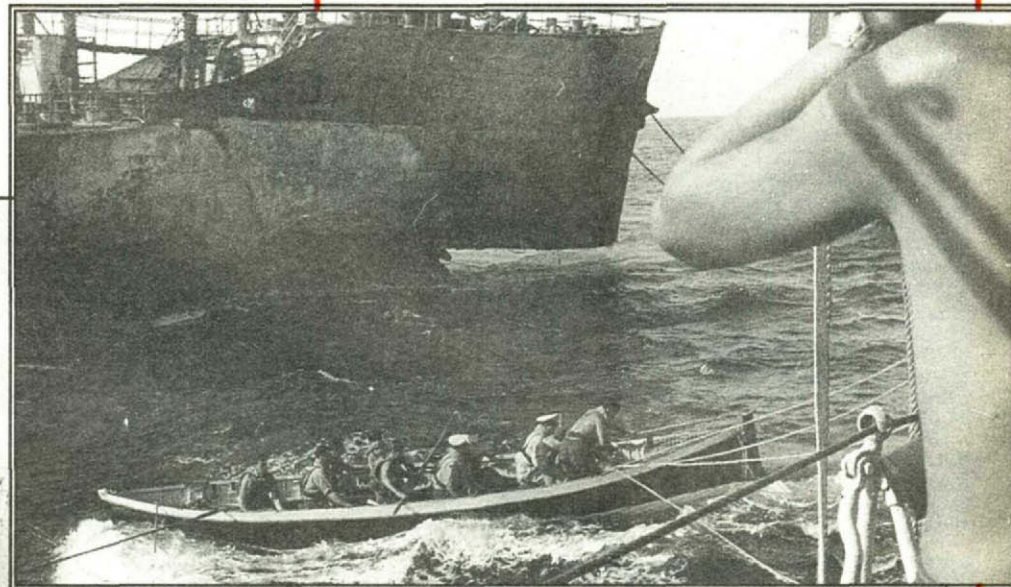
"There was tremendous excitement because after several tries it was decided that there was no way to get the tow across other than by coming alongside. Everyone was warned to keep clear of the port side of the upper deck, and we came in at 'slow ahead'. There was a great, heaving swell running, and as our bows came up to her side, they rode up and then came down her side with a great tearing crash which tore a slight hole in her side and bent our port anchor, tore a hole in our bows and corrugated our fo'c'sle. When we were alongside, of course, her side was towering above us, and we were battering against her with great thuds in the swell. This stove in our motor boat like matchwood in her davits, battered our superstructure and bent our side a bit. We are in a rather parlous state but still seaworthy and operational. . . . After some trouble we managed to get a tow across. We were rather anxious to do this quickly, for the wreck belongs to the first ship to get a tow across. We did so eventually and the White Ensign was run up her yard."

"By this time the frigate HMS Loch Killisport was also standing by and night was approaching. We began towing Fernand Gilabert to Bahrain. We had to tow her stern-first owing to the great hole in her bows and since her rudder was locked at five degrees of starboard wheel she was exerting a tremendous pressure on our 3 1/2 in wire towing cable. This parted at 0300 and since we have no other cable big enough we have had to let her drift."

Our small crew on board Fernand are now trying to raise steam and get her under way and unjam her rudder."

The tanker was eventually beached at Karachi with our people and her captain still on board. — **A. H. Mathieson**, Kilmarnock.

● Below: HMS St Brides Bay in the Gulf of Oman after (inset) putting a technical team on board the Fernand Gilabert, shown with 40ft of her bows cut back below the waterline.



Navy News

No.541 46th year

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AFTER queuing for an hour to visit HMS Cavalier at Chatham Navy Days a drizzling rain set in and we had a further 30 minutes standing in the rain.

I suddenly burst out laughing – it was uncontrollable. Asked by my companions why I was laughing so, I said: "On my 24th birthday I was demobbed determined never to set foot on a Naval ship again, and now 53 years later here I am standing in the rain waiting my turn."

– D. Braybrook, Hertford.

HMS Cavalier still needs all your help to keep her safe and viable and many thousands of pounds to keep her shipshape. We all have a duty to see she remains as a living memorial to the thousands of men who gave their lives in ships like her.

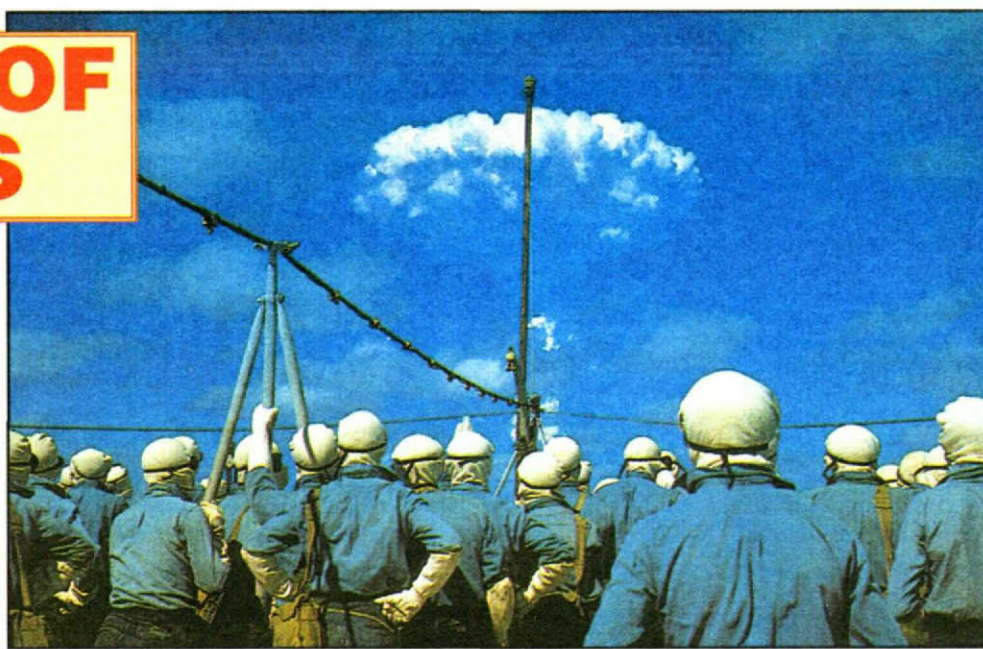
– Sid Anning, Chairman, HMS Cavalier Association.

FLASH GEAR OF THE FIFTIES

MALCOLM Gibson recalled the dress of the day for those of us on Operation Grapple (June Cavalier supplement). This photograph of mine will remind him of what we sartorially elegant sailors were wearing as protection from nuclear fall-out in the 1940s and 50s.

Today's Naval photographers seem to be having a bit of a drip that their pictures are sometimes published uncredited. During my time, to be given a detached photographic assignment to ships such as HMS Cavalier meant constantly being hounded by the buffer and first lieutenant as a useless passenger: "While 'e's waitin' for 'is films to dry sir, why don't we give 'im a chippin' 'ammer and a pot of red lead?" From Abdiel to Zulu the only credit I remember was a succession of seven and 14 days number 11s: "The cheeky young b---r's told me what I can do with me chippin' 'ammer, sir."

One of the photographs used in your splendid supplement was taken by me. It was uncredited. That's the way it used to be. – N. F. Grantham, West Porlock, Somerset



Letters

Let the RAF fill the gaps

I READ with amazement that the Government is introducing a £10,000 stay on bonus for pilots when so little is being done to align Service experience with qualifications in other branches.

Compared with the stay on bonus, the new £175 Standard Learning Credit is laughable.

Aren't personnel in other branches allowed to have dreams? My personal dream is to be an "oil boy" for Hawaiian Tropic. If I promise not to leave, will the RN now give me several thousand pounds to train for this demanding role?

In these times of 'jointery' there is a simple solution to a lack of RN pilots. The RAF has now proved its ability to operate capably from CVS. We should now begin the process of accommodating more of these fearless pilots on board our vessels, thereby enabling those who aren't happy with their lot to leave. – Lt M. C. Carr, HMS Hurworth.

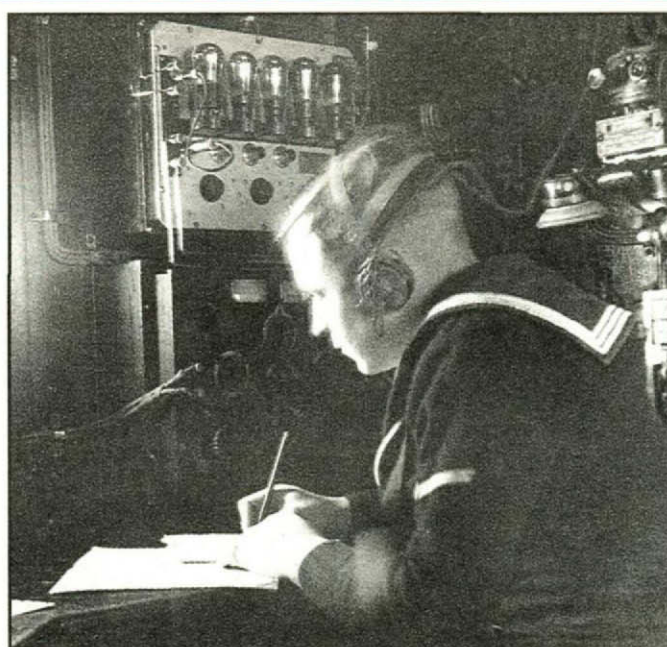
Field gun no model

WITH reference to the article on Field Gun Runs (June issue) you say that cadets use a model field gun. Between 1957 and 1961 I was in HMS Victory Cadets at RNB Portsmouth and when I started as a wheel number and progressed to captain of the gun it was a real 6pdr field gun.

In the season we would compete against Collingwood, Dryad, Excellent and the Royals from RMB, not just in Portsmouth and at Southsea, but as far afield as places like Hindhead and Alton.

During the closing down ceremonies at Osprey, field gun runs were demonstrated, however they were not the runs as seen at Earls Court but very similar to the routine I remember doing as a cadet.

As a finale to the gun running season, the local Naval cadet corps would gather at Whale Island for the ultimate field gun run competition. I am proud to say that in my last year the Victory won in record time – R. Boden, Wokingham.



I look forward to the arrival of *Navy News*, especially the recent cutaways of ships. This is a good addition – how can you compare conditions when you look at the inside of a Trafalgar submarine and hark back to memories of the 'A' group submarines in 1937, then the Seawolf and others during the early part of the war; to Thrasher in the Med; then back to the Zeehond, ex-Sturgeon?

Mike Badrocke's drawing deserves the award – a really golden success! I took this photo of myself in the 3rd W/T office on board HMS Danae (on the upper deck between the funnels) during exercises off Gibraltar in 1936. This view of the receiver might interest modern communicators. – P. A. Smith, Devizes, Wilts

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Girl power band, pre-Spice

My wife presented me with a postcard bearing a picture of a 'Royal Navy Ladies Orchestra (Conductress Madame Florence Sidney)' Being an ex-member of the Royal Naval School of Music (later the Royal Marines Band Service) I should be interested to know something of the history of this outfit. Would any descendants be interested in having a copy of the picture if they can be traced? – C. Meatheringham, Cirencester.



Penfriends

HOW TO ADVERTISE: Simply write your message (MAX 15 WORDS) enclose cheque/PO for £10 (or more depending on the number of words) and send to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4)

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

Would you like a Naval Penfriend?

A ten word advertisement in this column costs from as little as £10. Due to great demand we can now accept advertisements of up to 15 words in the penfriend section. Each additional word costs £1.

Name:
Address:
Tel. No.:

JANE, 29, 5'5", enjoys socialising, reading. Seeks male 33/39, friendship/relationship. **Box Aug 1**

FIT LADY 40, enjoys sport. Seeks penfriend 33+ with G.S.O.H. **Box Aug 2**

SINGLE LADY 33. Would love to correspond with RN male 35+. **Box Aug 3**

ALL PILOTS. OFFER 2 classics, great bodies, and both with wings. **Box Aug 4**

SWF 27, N/S. Enjoys letters, travel, music. seeks single Naval penfriends. **Box Aug 5**

FUN LOVING GIRL, 32. Seeks similar. Age unimportant, just write. **Box Aug 6**

TRACY - THERAPIST. SEEKS animal loving Naval penpal on deployment. (SR preferred). **Box Aug 7**

TALL ATTRACTIVE CPO, 40. Seeks vibrant female penpal for friendship/fun. A.L.A. **Box Aug 8**

ATTRACTIVE BRUNETTE. Seeks officer+gentlemen, 39+. For friendship/romance. **Box Aug 9**

DISILLUSIONED SINGLE mum, 24. Seeks someone sincere to brighten her life. **Box Aug 10**

A MILLION TO ONE chance. Petite slim lady seeks hero with principles, 45+. **Box Aug 11**

ATTRACTIVE INDEPENDENT single mum, 34. Seeks sincere sailor/officer friendship/romance. **Box Aug 12**

SALLY, 24, ATTRACTIVE brunette, G.S.O.H. Seeks sailor/marine for fun. Photo appreciated. **Box Aug 13**

JANE, PRETTY GREEN-EYED brunette. Gentle, caring, G.S.O.H. Seeks soulmate/penfriend 35-50. **Box Aug 14**

FUN-LOVING GIRL, 25, G.S.O.H. Looking for a break from the norm! Can you help guys. **Box Aug 15**

TALL BRUNETTE, 45, divorced, V.G.S.O.H. Seeks similar male n/s 35-45. friendship/possible romance. **Box Aug 16**

AM I MAD? Single fun-loving female, 30. Seeks correspondence with sailor/marine/military police. **Box Aug 17**

THIRTY-TWO YEARS OLD Meryl Streep lookalike. Man with yacht need only apply. **Box Aug 18**

PETER, FROM COALVILLE, Leicestershire. Please write to Diane again, with your address. **Box Aug 19**

FUN S.W.F., G.S.O.H. W.L.T.M. happy go lucky sailors 20-35. **Box Aug 20**

YOUNG 40+, GYPSY looks, graduate. Seeks single, sophisticated, educated officer. **Box Aug 21**

CATHERINE, 36, SINGLE. In need of a sincere male penpal. **Box Aug 22**

SWEDISH AMERICAN NURSE. Wishes to correspond with marine and sailors with world wide interests. **Box Aug 23**

EX RATING SLIM, G.S.O.H. kind, fun to be with, genuine. Wants friends currently serving. A.L.A. **Box Aug 24**

PERSONAL

YORKSHIRE GIRL 53, tall, slim build, funloving but shy. G.S.O.H. Loves outdoor interests, music, cinema/theatre, good conversation. Would love genuine penfriend, male, similar age. **Box No. 9674**

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Contact CPO John Drummond
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Memories frozen in time

Film to star families of Shackleton and crew



● **MEMORIES:** Roy Vincent, son of Bosun John Vincent who sailed with Shackleton in the doomed 'Endurance' and survived a 700-mile open boat voyage to South Georgia after the ship was crushed by pack ice. Picture: Eluned Price

By Dominic Blake

THE HEROIC exploits of Polar Explorer Sir Ernest Shackleton are being made into a giant-screen documentary by an American film maker.

The film will tell the epic tale of how Shackleton and his crew escaped from the frozen continent after their ship 'Endurance' was crushed by pack ice 350 miles from land.

After ten months drifting on the floes they hauled themselves all the way to Elephant Island, where the bedraggled group survived off meagre rations and penguins.

To get help, Shackleton and four others accomplished one of the world's most outstanding feats of seamanship, a 700-mile voyage in an open-boat salvaged from the wreck.

It took 17 days in freezing conditions for the 22-ft boat James Caird to reach South Georgia.

And at the end of their exhausting journey they still faced a two-day trek across the

mountainous island to reach a whaling station where they began to organise the rescue of the remaining men.

The film is directed by George Butler whose wife Caroline Alexander is the author of 'The Endurance' a best-selling book on the voyage.

In the course of their research they have traced and interviewed many descendants of both Shackleton and his crew, some of whom have been speaking about their relatives' memories of the expedition for the first time.

The film is expected to paint a graphic portrait of the Endurance expedition and to shed new light on Shackleton's controversial decision to exclude four of his men from the Polar Medal on their return.

One of these was the Bosun John Vincent, a Navy wrestling

champion and highly experienced sailor who was punished for being too hard on the hands 'striking them and calling them evil names' as one diary recorded.

Vincent was praised for his efforts on the trek to Elephant Island but Shackleton believed him to be an unsettling influence in the camp.

His obvious strength and seamanship also made him a natural choice for the open boat crew and he was picked for the crossing to South Georgia.

But an accident meant that Vincent sailed with soaking wet clothes and he succumbed to the cold on the long voyage.

At the end of it he was so badly frostbitten that his lip had to be removed, causing a permanent disfigurement.

On his return to the UK Vincent rarely spoke of his

experiences but his son Roy Vincent agreed to help with the latest round of filming, on board the present day HMS Endurance in Portsmouth.

Mr Vincent (74) said: "My father was the kind of man who would expect you to do your job. If you didn't he'd come down on you like a ton of bricks."

"If he had a reputation for being heavy-handed it was from the whiners. The scientific people wouldn't have liked it, but in a situation like that every man has got to pull his weight and he made sure that they did."

The film by Nova Productions will premiere in the USA next year before coming to Britain, where it will appear at IMAX movie theatres which have screens ten times the size of ordinary cinemas. A more-detailed documentary will be broadcast on TV later.

'Last' polar expedition departs

SUMMER - not normally a time for thoughts turn to winter woollies and snow goggles.

But that is certainly the case for five RN adventurers who are undertaking the last Naval polar expedition of the century.

Cdr Brian Pancott, of DNSyICP, HMS Nelson, is leading a five-strong party to the Arctic island of Spitzbergen, 600 miles from the North Pole.

With him on Expedition Frozen Summits is Lt Ian Pears (DNRes, HMS Nelson), LAEA Steve Bright (899 NAS, Yeovilton), LWEM(R) Kenny Kenworthy (HMS Forest Moor) and S/Lt Louise Thatcher, (UCL London/BRNC).

Cdr Pancott said: "The aim of the expedition is to climb the highest peaks and to undertake a pulking (sledge) journey under Polar conditions."

"We will be in a cold, remote and hostile environment but surrounded by stunning scenery... and we hope to rekindle something of the spirit of adventure displayed by the early Polar explorers."

Cdr Pancott noted that Capt Robert Scott undertook the RN's first Polar expedition of the century in 1900 when he was appointed to Discovery, walking to within 480 miles of the South Pole.

"The days of such great ventures are now past, but there is still scope for exploration, adventure and personal discovery in the Polar regions" he said.

The team were due to step out in the frozen North as Navy News went to press.

New ship named in explorer's honour

THE BRITISH Antarctic Survey is to name their new research ship the RRS Ernest Shackleton.

The vessel, currently named Polar Queen, will be leased by the BAS for 15 years as a replacement for the RRS Bransfield.

RRS Bransfield has been in service for 28 years and has steamed a total of 897,227 miles and is regarded with great affection.

Lynne Capper of the BAS said: "The Bransfield is 30 years old and the Antarctic is a pretty challenging environment for a ship of that age."

"Naturally, we will be sad to say farewell to an elderly friend but we think that the new ship, leased under a private finance initiative, will suit us, the Government and the taxpayer very well."

RRS Bransfield will be given a rousing send-off as the new vessel is accepted at Grimsby on September 11.



Refits back in Pompey

THE CURRENT HMS Endurance is the first RN vessel to refit at Portsmouth for seven years.

The £1m contract won by Fleet Support Ltd includes work to repair slight damage caused by a brush with a 60 million-tonne iceberg!

Endurance (above) will be in dry dock for four months.



● **TRAINING:** S/Lt Louise Thatcher, in training for Exercise Frozen Summits, the last RN polar expedition of the millennium

Spanish rescue bid is recalled

A DEBT of gratitude between navies has been paid at a meeting in Spain.

Kurt Trenkmann, who survived the sinking of the battleship Bismarck, discovered last year that the ship's fellowship association had never contacted sailors of the Spanish cruiser Canarias.

The neutral ship searched for German survivors after the Bismarck was sunk on May 27, 1941, in the Atlantic.

Herr Trenkmann finally made contact with Contra Almirante Jose Gonzales-Aller, whose father commanded the Canarias.

At the meeting, Herr Trenkmann recalled: "Only 116 seamen from a total of 2,500 had the chance to be picked up by British ships."

"The British Navy stopped saving more seamen because the periscope of a U-boat had been seen."

"I was one of the very last seamen who had been taken out of the sea by the sailors of the cruiser Dorsetshire."

By the time the Spanish ship reached the area, there were only bodies.

"Your father did the last honour to these men by giving them a dignified sea funeral," he said.

Two Britons attended the lunch, held in Cartagena.

Lt Basil Trott RN (retd.), a friend of Herr Trenkmann, served in HMS Exeter during the Battle of the River Plate.

Also there was Kenneth Garman, a neighbour of Herr Trenkmann, whose brother was lost when the Bismarck sank HMS Hood.

"It was a wonderful experience for us British to be in the company of seamen from other nations who at times have been our enemies. We trust from this day on we will be friends," said Lt Trott.



● Quiet word – Admiral Tubby Squires talks to OM(TSSM) Greg Partridge during the rededication ceremony.

Tireless is out of refit

NUCLEAR submarine HMS Tireless has been formally accepted back into service after a three-year refit at her home port of Devonport.

Guest of honour at the rededication ceremony was Vice Admiral Tubby Squires, former Flag Officer Submarines and husband of the T-boat's sponsor Mrs Sue Squires.

Part of the major Trafalgar-

class upgrade programme undertaken by Devonport Management Limited (DML), work on Tireless included updating the submarine's sensor and weapons systems, refurbishment of compartments and refuelling.

Tireless is now on work-up exercises, and should be ready for operational deployment towards the end of the year.

Ethnic role models win top awards

TWO top awards for high-flying role models from Britain's ethnic communities have been won by Royal Navy officers.

Windrush Awards, co-sponsored by the RN, went to Surgeon Lt Cdr Anish Badami and Cdr Martyn Reid.

Lt Cdr Badami, who is based at the Ministry of Defence Dental Centre at St Thomas's Hospital, London, took the High Flyer Award. Cdr Reid, Staff Officer in the maritime section of the MOD's Directorate of Operational Capability, received a Pioneer Award.

And the MOD was honoured for its achievement by being presented with a special Windrush Partnership Award, collected by the Second Sea Lord, Admiral Sir John Brigstocke, on behalf of the Chief of the Defence Staff, Gen Sir Charles Guthrie.

A Star of Tomorrow Award went to Flying Officer Colin Bent RAF. He is studying for an Honours degree in Electrical Engineering.

The awards ceremony, at Grosvenor House Hotel, London, commemorated the arrival at Tilbury 51 years ago of the mv



● Winning ways – special guest Frank Bruno meets the Navy at the Windrush Awards ceremony, from left, CPO Tony Fernandez, POWRN Wynne Matthews and Mne Elliott Tannah.

Empire Windrush carrying 500 African Caribbean immigrants.

Organised by New Impact Journal, the seven award categories are spread across the entire business and professional communities of Britain.

Navy takes the initiative on health matters

Tobacco sponsorship is stubbed out

A COMPLETE ban has been imposed on tobacco sponsorship of any military event.

Before the new ruling, regulations stated that tobacco sponsorship could not be accepted for Service events "attracting, or which may attract, a high public profile for Service participation."

That had allowed some tobacco sponsorship for low-profile events.

However, in the light of the Government's Smoking Kills White

Paper, which proposes new laws to end most forms of tobacco advertising, the Services have extended the ban to all events.

The new rules involve events which the Services organise or participate in, about which the public

has prior knowledge and to which they have access.

No event attracting tobacco sponsorship will be allowed on MOD property, and Service personnel cannot take part in other events sponsored by tobacco companies for the benefit of a third party such as a Service charity.

Service participation will be allowed at events sponsored by organisations with no connection with tobacco but which include low-key tobacco industry involvement.

And Service personnel at such events must avoid contact with the tobacco firm and must not become party to advertising – such as being photographed in uniform in front of a tobacco advertising hoarding.

Points of contact for advice are given in Joint Services Defence Council Instruction 61/99.

US research had shown that recruits who ran 1.5 miles in over 12 minutes were three times more likely to become heat casualties compared with those who ran the distance in less than ten minutes.

Other risk factors cited are lack of fitness and lack of sleep, recent alcohol intake, dehydration, the taking of medication or illegal drugs – and concurrent minor illness such as a cold.

Heat risk warning issued

SERVICE personnel who are overweight should not be pushed on during land operations which could result in heat illness.

The risk of obesity is among those dealt with in new guidance on heat illness in the Armed Forces, published in Joint Service Defence Council Instruction 59/99.

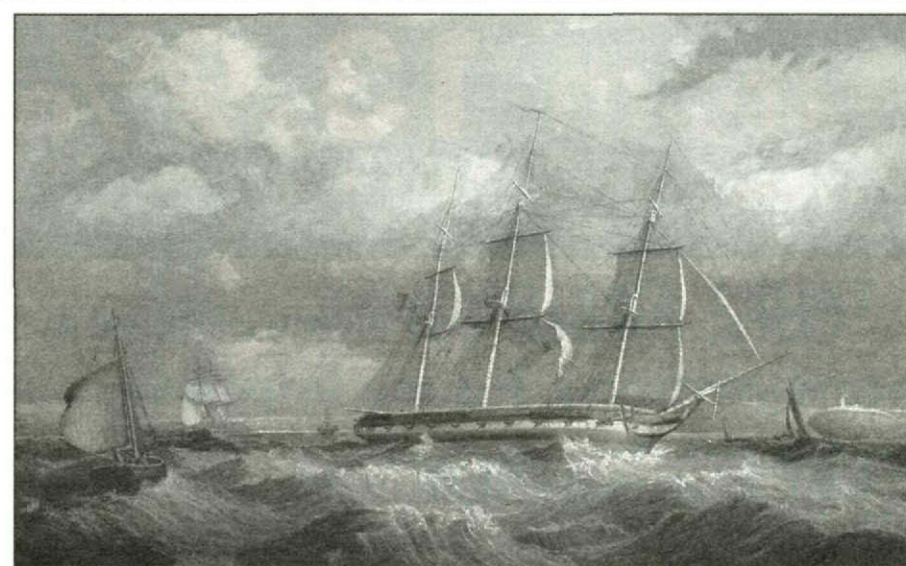
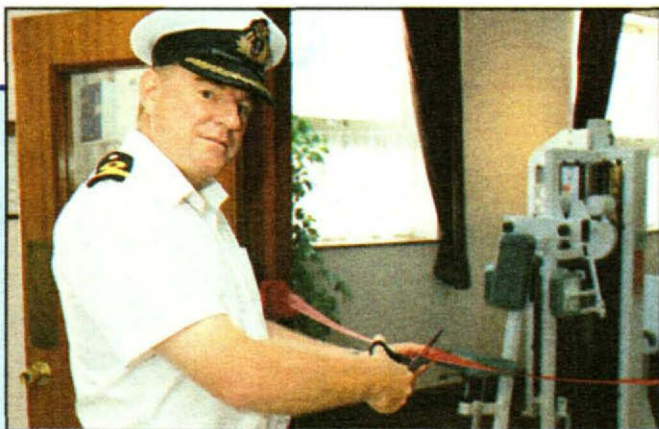
It says careful consideration should be given to the suitability of such individuals for overseas deployments to hot environments, particularly if they are not able to pass single-Service fitness tests.

Suite news on the Rock

A NEW fitness suite has been opened by the Commander British Forces Gibraltar.

Commodore Andrew Willmetts (right) cut the ribbon at the Fleet Pavilion Fitness Suite, which boasts top-class equipment, a physiotherapy clinic, cafe and recreational area.

■ RN Fitness Tests – page 37



George Mounsey Wheatley Atkinson, "H.M.S. Inconstant leaving Cork Harbour, 1811".

The Maritime Sale

Wednesday 26th January 2000 at 11am

This auction will cover all aspects of maritime art and antiques, including pictures, models, instruments and ephemera, covering both the Royal and Merchant Navies, recreational boating, marine industry and fine examples of mariner's craftsmanship.

For a free valuation with a view to selling in this sale, or to reserve a catalogue, please call Sophie Money (pictures), Lionel Willis or Biba Woodall (ephemera) on (0171) 468 8238.

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● **OFFICIAL BUSINESS:** Stewards at this year's Championships included HMS Kent's LSA John Mayer and HMS Cornwall's LWTR Jo Lewis.
Picture: PO(PHOT) Dave Coombs.

Navy man makes Wimbledon debut

A COMPETITION to find Britain's best amateur tennis commentators ended in game, set and match to the Navy's Lt Neil Wagstaff.

And his prize was a tennis fan's dream – two days in the commentary box at the 1999 Wimbledon Championships, broadcasting live on the radio.

The competition was run by the Dan Maskell Fund, which was set up in memory of the world-famous commentator to help the disabled and disadvantaged to play tennis.

Listeners to BBC radio were invited to commentate over edited Wimbledon footage and Neil, from the Institute of Naval Medicine at Gosport, was picked by a panel led by the top BBC commentator John Barrett.

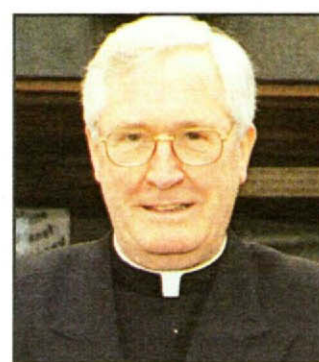
After working with Neil during the Pat Rafter/Todd Martin men's semi-final, Mr Barrett said: "Neil painted some terrific pictures of the sport with his commentary."

"As a keen tennis player himself, Neil obviously has a good understanding of the game and this shone through."

The Dan Maskell Fund aims to raise £75,000 to send a wheelchair tennis team to the next Olympics. If you would like to help, contact the Fund on 0171 381 7119.



● **GIFT OF THE GAB:** Prize-winning tennis commentator, Lt Neil Wagstaff.
Picture: Sally Howgego



Cardinal wins friends at HMS Raleigh

HIS EMINENCE Cardinal Winning of Glasgow graced HMS Raleigh with a visit to see how the Navy trains new entry ratings.

After a moving celebration of Mass and a reception in the wardroom, he was given a series of presentations and met many trainees and staff, and the memorable day culminated with the Cardinal taking the salute at the passing out parade for 18/99 entry.

Pooch promoted to Petty Officer!

LEADING DOG Floyd, mascot of Gibraltar's Windmill Hill Signal Station, has been promoted to Petty Officer!

PO(Dog) Floyd is employed as an early warning system to alert duty personnel to incursions of foreign vessels into British territorial waters, and he has earned his promotion for time served.

After a short stint with the RSPCA, Floyd (right) enlisted in 1992 and has completed 35 years of service – in dog years of course.

The advancement was one of the last official duties carried out by the outgoing Commander British Forces, Commodore Sym Taylor.



Forty years and still going strong

FORTY years of outstanding Service to the Royal Navy were marked at a presentation on board HMS Iron Duke.

Laundryman Mr Wong Hong joined HMS Caprice in April 1959 after three years in the Hong Kong Merchant Fleet, and he has been providing dedicated Service in warships ever since.

In the last 40 years he has also served in HM ships Victorious, Exmouth, Naiad, Illustrious, Birmingham, Crane, Albion, Intrepid, Fearless, Edinburgh, Exeter, St Bride's Bay, Kent, Hampshire, Fife, Invincible and Westminster and he is still hard at work in Iron Duke.

Mr Hong was awarded the South Atlantic Medal in 1982, the CAPIC Hong Kong Testimonial Medal in 1989, the Gulf Service Campaign Medal in 1990, and in 1992 the Liberation of Kuwait and Gulf Medal.

The latest presentation, a certificate marking his 40th year, was made to Mr Hong by HMS Iron Duke's CO, Cdr Clive Johnstone, on behalf of all the men who served in the ships listed above.



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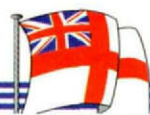
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People in the News



LOVE KNOWS NO BOUNDS

LOVE is certainly grand writes *Graham Davis of Royal Australian Navy News*.

Take the cases of Mrs Jill Tickle and Mrs Michelle Hewitt who travelled 20,000 kilometres around the world to meet their husbands, PO Karl Tickle and PO Bill Hewitt when they arrived in Sydney in HMS Glasgow.

Michelle went for two days without sleep and arrived at Sydney airport just two hours before HMS Glasgow with her 280 Ship's Company came alongside.

Bill Hewitt knew his wife would be waiting on the wharf but for Karl it was a big surprise.

"We had not seen them since they left the UK on March 1st" said Michelle. "We've talked on the phone but there's nothing like being there."

Michelle is in the Navy herself and is a Petty Officer at HMS Nelson while Jill is a nurse at a hospital near their home in Accrington, Lancashire.

□ HMS Trafalgar's Lt Keith Cunnane received a welcoming wave when the submarine came alongside RFA Diligence in the South Atlantic.

On board was his wife Lynne who had flown out to the Falklands to meet him. Lynne's father Russ Jarvis is Deputy Governor of the islands and he and her younger brother Andrew were also on board to meet Keith.



● **REUNITED:** Karl and Jill Tickle (left) and Michelle and Bill Hewitt were reunited minutes after HMS Glasgow reached Sydney. Picture: ABPH Helena Charter, Royal Australian Navy News.

BAND OF BROTHERS!

THE CHANCES of finding two brothers serving in the same warship are slim but the odds on finding four must be astronomical.

But that's exactly what happened on board HMS Illustrious when drafts reunited David and Stephen Raynor and Karl and Munford.

The first pair have been serving together for over two months after AEM David Raynor of 801 Sea Harrier Squadron joined Illustrious where his younger brother Stephen is serving as an OM.

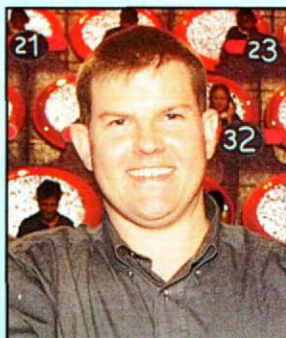
They are originally from Weston, near Southampton and their father John Raynor is a retired Chief Petty Officer.

And the second set are Illustrious's SES (Short Engagement Seaman) Steve Munford and his brother, STD Karl Munford from 820 Sea King Squadron. They come from Great Yarmouth.



● **BROTHERS IN ARMS:** The Raynors and the Munfords on board HMS Illustrious. Picture: LA(PHOT) Andy Gedge

Chief wins dream holiday in TV quiz



● **WINNER:** Stuart Clarke

SOME PEOPLE are never satisfied. CPO Stuart Clarke correctly answered 19 out of 20 questions to win a dream holiday on national television – but his son Ben was hoping his Dad would slip up!

Stuart (33) won through to the final round of the *Winning Lines* game on BBC1's lottery draw, and as he clocked up correct answers viewers at home – including seven-year-old Ben – saw the holiday destinations getting more and more exotic.

"Apparently at one point he was saying 'Stop, Daddy' because he wanted to go to the States," said Stuart. "As it was, when he heard it was a holiday for two he said 'Oh no.' We told him that he was getting a couple of weeks at his grandmother's."

But Stuart, who works at the Submarine School, Gosport, said the family would be saving up to include Ben on the trip.

"I was really worried when it came to my turn, but then the adrenaline took over" said Stuart who took three minutes to answer 19 questions correctly.

Just one more would have earned him a round-the-world trip, but Stuart, who has been in the RN for 14 years and comes from Helensburgh, said he and wife Libby were quite happy with the prospect of a trip Down Under.

Aircrew decorated for daring rescue

NAVAL airmen who helped to save the lives of 14 Spanish sailors have been decorated for bravery at Buckingham Palace.

Lt Cdr Clive Rawson, PO John Banks and PO Michael Weston of 810 Sea Flight launched the rescue mission from RFA Argus when the Delfin Del Mediterraneo sank in a ferocious storm in mid-Atlantic.

The rescue, reported in November's *Navy News*, earned a total of ten bravery awards, an unprecedented tally for a peace-time mission.



● **HONOURED:** PO (Aircrewman) John Banks (left) Flight Commander Lt Cdr Clive Rawson (centre) and PO (Aircrewman) Michael Weston, all of 810 Naval Air Squadron Sea Flight. They are pictured with their Air Force Crosses outside Buckingham Palace.

Picture: LA(PHOT) Paul McCabe.

At the Palace investiture, citations for the Air Force Cross read "Lt Cdr Rawson's command of the operation, experience and guidance of all aircraft was superlative and without his decision to commit the assets, it is certain the seamen would have perished."

PO Banks "with complete disregard for his own safety, repeatedly volunteered to enter the water. With his obvious bravery, tenacity, sheer professionalism and impressive stamina he was directly responsible for the recovery of four members of the crew."

And PO Weston "...was airborne for almost eight hours and remained suspended beneath the aircraft for considerable periods in storm conditions." He saved three lives and "demonstrated immense courage, showing total disregard for his own safety during his heroic efforts."



● **FAREWELL** to the FAA after 34 years: CPO Swampy Marsh. Picture: LWREN Lou Baverstock.

Navy's last 'bombhead' chief retires

THE NAVY'S last CPO Air Engineering Mechanic (Ordnance) has retired from the Service.

Members of the Ordnance Branch, affectionately known as 'bombheads' said a fond farewell to their last chief with the retirement of CPO AEM(O) Reg 'Swampy' Marsh at RNAS Yeovilton.

Swampy clocked up 34 years, working with Sea Vixen, Buccaneer and Wessex aircraft, serving in HMS Eagle, HMS Ark Royal and numerous weapons supply posts in the Fleet Air Arm.

He lives in Yeovil with wife Freda and is now planning a new career in health & safety.



THE ROYAL NAVAL BENEVOLENT TRUST

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The RNBT was established in 1922 to give help, in cases of need, to those who are serving or have served as ratings in the Royal Navy or other ranks in the Royal Marines and their dependants - the 'RNBT Family'.

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The Royal Naval Benevolent trust, 01634 852431 (Administration)
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Gillingham, Kent, ME7 4BS

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● Cumberland's Capt Alan Richards and Deputy FOSF, Commodore Hopkins, with the Chubb Fire Trophy.
Picture: LA(PHOT) Flo Foord.

Fire trophy for Mighty Sausage

OUTSTANDING achievements in fire fighting and damage control have earned HMS Cumberland the Chubb Fire Trophy.

The Type 22 was judged to have out-performed all other frigates, destroyers, submarines and RFAs in the last year (smaller vessels compete for a separate trophy).

The citation said that Cumberland's firefighting and damage control efforts were led with clear, precise drills and techniques.

And it added that Cumberland's performance clearly showed the benefits of a sustained and structured training programme.

The award was presented to Cumberland's CO, Capt Alan Richards, by Chubb Fire Director David Bonnett and Deputy FOSF Commodore Laurie Hopkins at Phoenix NBCD and Damage and Fire Fighting School in Portsmouth.

Patrol craft put students to the test

STUDENTS from the University Royal Navy Units sailed to the North Sea in HMS Dasher, HMS Puncher and HMS Blazer to be put through their paces in the Archer-class P2000 Fast Patrol Boats.

The vessels, attached to London, Bristol and Southampton URNUs, were hosting a variety of students of everything from Medicine, History and Psychology, but figures show that 22 per cent of URNU members go on to join the Navy.

During their time at sea, they were inspected by the Second Sea Lord, Admiral Sir John Brigstocke, who joined them at Great Yarmouth.

Admiral Brigstocke said that he was impressed with their burgeoning professionalism as they navigated the choppy North Sea shipping lanes and said: "With the high calibre of these young people the country's future is in very safe hands."

Tanya Dasgupta (21), a psychology student from London University, said: "This is the best society to join at University. It gives you confi-

dence, leadership and good friends, while at the same time teaching you maritime and navigational skills."

Lisa Pitman (21) a trainee teacher and member of Cambridge URNU, said: "Meeting the Second Sea Lord was such a great experience and I had a really good chat with him. He seems genuinely interested in what we've been doing and why we joined."

Edwina Thompson (20) an Australian at the University of London, said: "I have been in London URNU for a year and I'm really enjoying it."

"When I finish my degree I want to work for the UN and

gaining all this experience is invaluable."

The Task Group's Commander Nigel Blazeby, was once a member of Southampton URNU. He said: "The URNU scheme brings out leadership qualities and instills respect for leadership. It has stood me in good stead and I hope it will continue to do the same for others, whether or not they join the Navy."

Meanwhile, the RN's other P2000s have been playing the enemy at the latest JMC in Scotland and have been flying the flag with visits to Denmark, Norway and most recently, a tour of the south of Ireland.



Good shot!

● THIS DRAMATIC Sea Dart firing by HMS Exeter, her first since refit in Scotland, was captured by OM(AW) J Burgess. OM Burgess is currently in the process of transferring to the Photographic Branch!



● Edwina Thompson (20) from the University of London is pictured with the P2000 fast patrol boats which have been training in the North Sea. Picture: LA(PHOT) Flo Foord.

Korean veterans 'invade' London

THE FIRST international reunion of Tri-Service Korean War Veterans was taking place in London as Navy News went to press and representatives from all 22 United Nation member countries who took part in the war from 1950 to 1953 were expected.

Often called the 'forgotten war', Korea is the only full-scale war to have been fought by the UN and the reunion will be a celebration of friendship, with many acts of remembrance for those who died and thanksgiving for those who fought in Korea and survived.

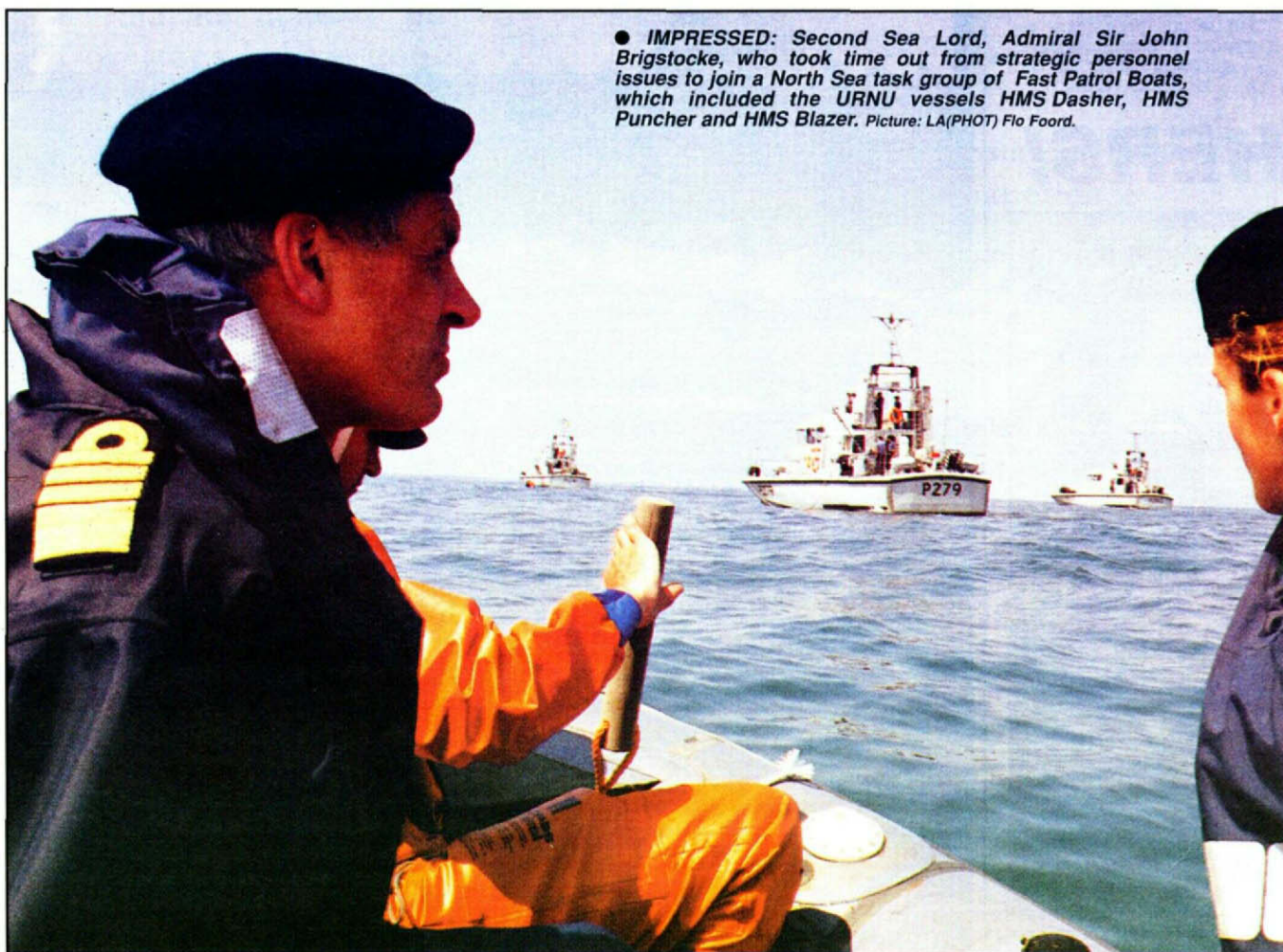
Patron of the British Korean Veterans Association, General Sir Anthony Farrar-Hockley, said: "We are looking forward to welcoming many veterans to London for this special occasion... We are particularly grateful to the Republic of Korea for its support during the organisation of this reunion and for the friendship and hospitality which it has shown to veterans across the world over the years."

Dramatic appeal...

HMS NELSON is looking for someone to help produce/direct a one-act play to be staged at HMS Sultan.

The play will be Nelson's entry to an RN Theatre Association competition at HMS Sultan on October 8 and 9. HMS Nelson, last year's winners, would also like to hear from anyone who could be helpful back-stage.

Contact Lt Cdr Tim Finch, Ward Room Mess Manager, HMS Nelson.



● IMPRESSED: Second Sea Lord, Admiral Sir John Brigstocke, who took time out from strategic personnel issues to join a North Sea task group of Fast Patrol Boats, which included the URNU vessels HMS Dasher, HMS Puncher and HMS Blazer. Picture: LA(PHOT) Flo Foord.

Portland portrayed

PEOPLE who served at Portland may be interested to know about an exhibition of landscape paintings which is being staged at The Gallery, 20 Durngate Street, Dorchester, until August 7.

'Portland Portrayed' includes the work of thirteen artists such as John Webster, whose 'Farewell to Portland' (below) depicts HMS Argyll leaving the former Naval base for the last time.





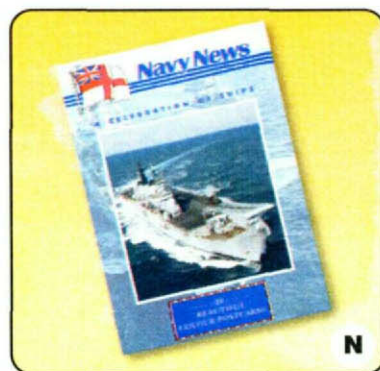
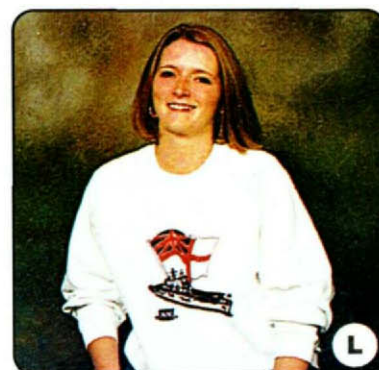
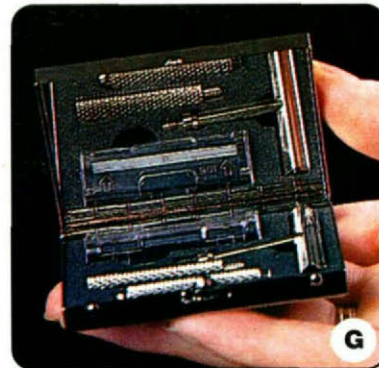
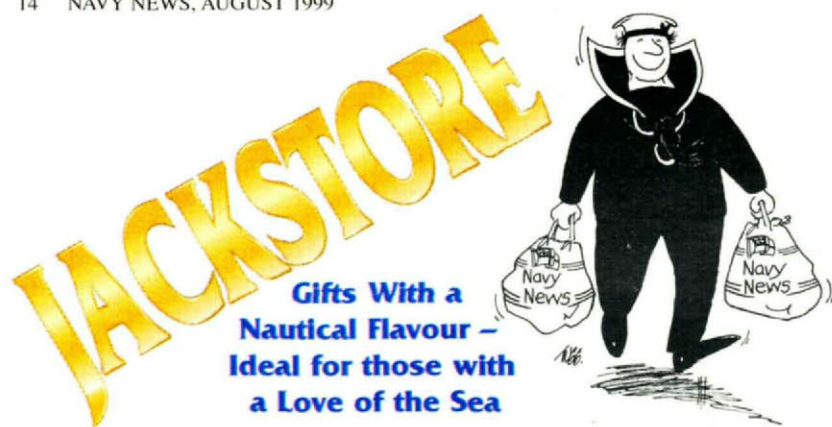
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News in Brief

HMS Argyll is rededicated

TYPE 23 frigate HMS Argyll has been rededicated following a year-long refit in Devonport.

Argyll, the second of her class, is now undertaking a series of work-up exercises and operational sea training, and will be ready for deployment towards the end of the year.

Busy year

THE MINISTRY of Defence's annual report on defence activity reflects a busy year for the Armed Forces.

The report notes how high-profile, successful operations have translated into recruitment boost.

Highlights include the NATO campaign in Kosovo, operations against Iraq, and humanitarian operations in Sierra Leone and Central America, all of which had significant RN involvement.

Grants total

GRANTS from the RN & RM Dependents' Fund last year totalled almost £160,000. Thirty deaths of serving personnel were reported to the Fund, the relatives of the eight officers and 22 ratings receiving maximum grants of £5,000-£6,000.

Causes of death were natural causes (14), road accidents (five), other accidents (seven), and suicide (four).

Grants payable were increased from £6,000 to £7,500 on March 27.

On show

A MERCHANT Navy exhibition, featuring pictures, models and artefacts, some rarely seen, from 1800-1999, is being staged at the Newhaven Local and Maritime Museum, East Sussex, from September 4-12.

Any donations collected will go to the 'Flying Angel' Missions to Seamen.

Speak out

A NEW museum needs confident speakers to share their memories and expertise on Naval ordnance for visitors.

The Priddy's Hard Naval Ordnance Museum in Gosport wants to hear from people who worked in the Depot during the last war, and those with experience in Naval guns, torpedoes, mines – or were on the receiving end. If you can help, contact Andy Wheatcroft on 0171 794 8198.

Project cash

THE MARY Rose Museum in Portsmouth received a grant of £85,220 to allow development of a new discovery centre under the three-year Bonaventure Project to show life in Tudor times and restoration techniques.

Cruiser returns home



● Golden age – HMS Belfast in D Lock on her last night in Portsmouth. Picture: LA(PHOT) Craig Leask (SFPU).

A HANDFUL of troubled sightseers in London will have had their minds put at rest – HMS Belfast is back where she belongs.

The World War II cruiser, owned by the Imperial War Museum, was towed to Portsmouth for inspection and re-coating of her hull by Fleet Support Ltd.

Around 300 tonnes of copper slag grit was used to blast off the ship's existing paintwork, and 7,140 litres of paint have been applied, but the ship's hull was found to be in a good condition.

While she was away there were some worried phone calls to the ship's offices, said marketing officer Rachel Dickenson.

"We tried to publicise this as much as possible, but there were a few phone calls from people who asked if we knew our ship had gone."

"There were other visitors who thought she might have been a submarine, and peered over the end of the jetty wondering if she was submerged."

The warship's return to London was witnessed by thousands of people lining the river, and she has now re-opened for business.

■ HMS Belfast cutaway – see inside centre pages

Chiddingfold rekindles Naval link

A ROYAL Navy ship has paid what is believed to be the first such visit to Port Talbot in nearly 30 years.

Following the reopening of the town's dock complex, the Mayor of Neath and Port Talbot, Cllr Malcolm Jones, made a personal request to the Navy in a bid to rekindle the strong links that existed before the docks closed in the early 70s.

HMS Chiddingfold duly obliged, and enjoyed a busy four days. The Hunt-class mine countermeasures vessel hosted an official reception, and the entire ship's company was in turn invited to a civic reception.

The ship was inundated with tickets to local entertainments, and the Director of Naval Recruitment used the visit to extol the benefits of life in the Navy.

More than 3,000 people visited the ship, and Chiddingfold has adopted a local school catering for children with special needs.

The last vessel to visit Port Talbot was HMS Otus in 1971, just before the docks closed.

Trophy is a motivator

A TROPHY which commemorates a sailor who died in a road accident is now helping promote sport on board a destroyer.

The Mercer Trophy was presented to HMS Cardiff in memory of A/LSA Andrew Mercer, who served in the ship until his death in November 1982.

It was originally awarded to the mess deck which gained most points in a mixture of competitions

reflecting ship's general activities.

It is now given as a six-monthly sporting achievement award to the person who has contributed the most in helping the PTI organise and motivate individuals in ship's sporting events.

The latest holder of the trophy is PO(M) Barry Henderson, who received it from Lord Vivian of Cardiff, visiting the ship as a member of the Lords All Party Defence Group.

Museums set for defence wish-list

SERVICE museums are to be given the chance to take part in a wish-list scheme for articles and equipment earmarked for disposal by the Ministry of Defence.

The move is intended to improve the present system of gifting and purchase which is failing to ensure that items of historical interest are identified and made available to the appropriate museum.

Main Service museums involved include the Royal Naval Museum, the Royal Marines Museum, the Royal Navy Submarine Museum and the Fleet Air Arm Museum.

The wish list for gifts or purchase will also be available to national museums sponsored by the Culture Department, including the Imperial War Museum, the National Maritime Museum and the Science Museum.

However, decisions on the way in which the scheme is implemented will be left to the single Services as it could impact on staff resources. The system will be reviewed after a year.

Details are published in General Defence Council Instruction 142/99.

Fuel marks for schools

TWO teams of school pupils who came up with alternative systems in a bid to improve the Royal Navy's way of refuelling at sea have each been awarded £1,000 in the RN Technology Challenge.

The challenge was set last year for 1,600 Young Engineers clubs across the UK and the finals of the

contest were held at HMS Collingwood on June 22.

The winning teams were, in the 13-15 age range, from Bowring Comprehensive School, Merseyside, and, in the 15-17 range, Inverness Royal Academy.

They will also get a day at sea with the Royal Navy.



● Capital showing – Type 23 frigate HMS Monmouth paid a goodwill visit to Dublin – believed to be the first such showing by a major British warship for at least 33 years. The ship was berthed at the Alexandra Basin during her four-day stay, and was the venue for a national children's challenge awards ceremony. The ship's Commanding Officer, Cdr Paul Lemkes, also hosted a cocktail party.



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Dorchester has a lot to SHOUT! about

BRITISH Champion Town Crier, Alistair Chrishold of Dorchester made his presence felt at the commissioning of the town's RNA branch - the 52nd in No. 4 Area.

He called the meeting to order and introduced guests, including Rear Admiral and Mrs Gwyn Pritchard, the Mayor and Mayoress, Cllr and Mrs John Antell, Oliver Letwin MP and Cllr Trevor Jones.

The ceremony was performed by Shipmate Dave White, National Council member for the Area, and Area president, Shipmate Howard Jeffries gave the welcoming address.

The commissioning cake was cut by Mrs Pritchard and Shipmate Jim Armstrong in the presence of 115 people, including Area chairman, Shipmate Richard Debenham.

The branch meets on the second Wednesday of the month at the Bull's Head Inn, High Street, Fordington.



Picture: Dorset Evening Echo

In Brief

SHIPMATES of Ely, Haverhill, Royston and Sawston, attended Cambridge branch's annual buffet dance at which the branch's Shipmate of the Year, Shipmate Mick Craft, was presented with the Captain Stephen Roskill award.

Branch life memberships have been awarded to Shipmates Jim Thompson of Ferndown; Sam Skinner, secretary and standard bearer of Stone; and Joe Dacy, secretary of Crawley.

Former Reigate branch secretary, Shipmate Cyril Dyson, was presented with an engraved RNA tankard in recognition of his work.

Though small, Leighton & Linsdale branch is very active, parading its standard more than ten times a year, and producing its own magazine.

Beccles shipmate Rod Wall (ex-RM) is spending time in Canada working with Indian Korean veterans.

Around the Branches

No. 4 Area

For the first time Plymouth Navy Days will feature an RNA prize draw - for a day at sea for two with the Navy, courtesy of Flag Officer Surface Flotilla.

Other prizes on offer during the event, on August 28-30 include a three-day mini-holiday, Sony equipment, and return tickets to the Scilly Isles.

Centre of attraction at the RNA publicity stall will be scale models of Trident submarine HMS Vanguard, and the Type 23 frigate HMS Somerset, both built by David Scoble of Saltash.

No. 11 Area

Shipmates throughout the North-West will gather for another gala reunion on August 15.

Organised by Yorkshire Air Museum and Area secretary, Shipmate Mike Cooper, activities will include World War II re-enactment displays, RM Commandos, a

Relics sought for Cavalier

WITH WARTIME destroyer HMS Cavalier safely back in her home port of Chatham, enthusiasts are seeking destroyer memorabilia to help restore her. If you can help call Barry Knell on 01227 275154.

military vehicles drive-in and helicopter and fixed-wing displays.

Among the aircraft on display will be a V-bomber/tanker and a Buccaneer strike aircraft.

Tickets are available from Yorkshire Air Museum, Halifax Way, Elvington, York, or from Shipmate Cooper, 2 Oakdale Drive, Eccleshill, Bradford, West Yorks. BD10 0JE.

Area members attended a formal dinner as guests of the RN Communications Centre at HMS Forest Moor.

Royal Leamington Spa

After the branch disaster caused by floods last year, the club is now shipshape with a programme of entertainment planned for the coming season.

Four big-band nights, continuing into next year, will kick-off on October 10 with a Blitz Night Band evening, featuring a 15-piece Glenn Miller swing band.

Sheffield

Branch secretary, Shipmate Buckley, reports a busy few months with members turning out in strength for the annual service of remembrance for the crew of a US bomber which crashed in 1944.

That service was followed a few weeks later by a service for HMS Sheffield lost in the Falklands War.

CONFERENCE REPORT by Joan Kelly

Sharpen up, President tells clubs

RNA CLUBS need to sharpen up their act if they are to survive, the Association President, Vice Admiral Sir Roy Newman, told delegates to this year's annual conference at Southport.

Referring to the closure last year of five clubs and a drop in membership of 800, he said that while some clubs were very successful, those that failed -

according to the National Council's report, did so largely through poor management.

"Can I ask that we sharpen up our act on the running of our

clubs," he said. "Too many are poorly managed, some to such an extent that they have to close. And that in itself is a major cause of the loss of membership in the current year."

Given the opportunity to master business techniques, many failed to respond: at a successful Clubs Seminar last year only 18 of the RNA's 51 clubs were represented.

Concerned that more clubs could fail, Admiral Newman urged delegates to keep up the recruiting drive, which he apologised for "banging on about".

He said that when he retired from the Navy in 1996, after 41 years' service, he was often asked if he missed the Navy.

"My answer was always yes. But within the confines of the Association, I'm still in touch with the Navy. I don't feel cut off."

He said that those serving took the Navy for granted - "The way of life it offers, the benefits it provides and the comradeship. It's after they leave they feel the loss. We need to focus our efforts on publicising our activities locally and attracting them to join the Association."

"Once we get them through the door, involve them early in the running of the branch. Get them on to committees so they can feel valued. Organise activities within the branch, which appeal to younger members, as well as more traditional events."

Admiral Newman concluded by paying a warm tribute to the late Capt Johnny Walker RN, whose heroic sacrifice and that of those serving with him, operating out of Liverpool, played a major part in winning the Battle of the Atlantic.

The conference, hosted by No. 10 Area and attended by 211 delegates and 172 observers, was held in Southport's Floral Hall and Theatre where the National Standard was paraded by Shipmate Tony Avery.

Welcoming delegates, the Mayor of Sefton, Cllr R. J. Brennan, spoke of the strong links established with the Navy during the war.

South in repeat of Sword triumph

THE RNA's Central South Area - No. 3 - has won the Association's top recruiting award, the Sword of Honour, for the second year running.

It was presented at the annual conference, as was The Briggs Dirk to Waterlooville branch, for a branch of more than 30 full members which had shown the biggest increase in full members.

The Briggs Rose Bowl went to Isle of Sheppey as the branch with fewer than 30 full members and which had made the biggest increase in full members.

The Tasker Bowl for covenanting was won by No. 6 Area, and full-member recruiting Certificates for Overseas branches went to Port Philip Bay, Victoria, Canada, and Marmion, Western Australia.

During the conference weekend the new standards of No. 10 Area and Oswestry branch were dedicated by the Area chaplain. They were among those on display when shipmates paraded through Southport to the music of HMS Collingwood Volunteer Band.

Members were also involved in celebrations to mark the granting of the Freedom of the City to the present HMS Sheffield.

Welshpool

The branch, which re-commissioned two years ago, has bought a new standard, thanks to donations from the families of the late Shipmates George Thomas Davies and David Myllin Roberts. The two are commemorated on a brass plate on the Colour pike.

The standard was dedicated at Christ Church by the Rev Richard Jones with widows and families of the two shipmates in attendance.

Chatham

As host branch at Chatham Navy Days, shipmates did a brisk trade selling specially designed T-shirts and other items.

At the Beat Retreat ceremony at the end of the event, 30 standards were paraded including that of Durban, South Africa, borne by Shipmate Mike Jackson on holiday in Britain.

Sittingbourne

Branch member Shipmate Harry Cowell won the No. 2 Area standard bearers competition. His prizes included a hip-flask of rum donated by the outgoing Mayor of Swale, Cllr Jerry Larkin. Second place was taken by Shipmate Ron Smith of Reigate and third place by Shipmate Joy Haskins of Wells.

Golf tourney raises £1,000

RAYLEIGH branch's golf tournament this year raised over £1,000 for SSAFA Forces Help.

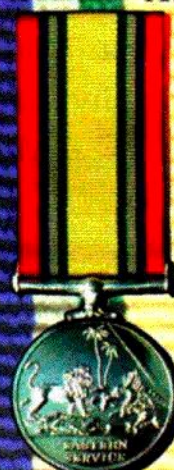
Such has been the success of the branch's tourna-

ment that it has now become an annual, national event.

Navy News has supported the venture and has funded a trophy to be presented at the next tournament.

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'Milosevic has to be toppled'

- Intelligence Chief

YUGOSLAV DICTATOR Slobodan Milosevic had to be stopped and must be toppled, Britain's Chief of Defence Intelligence told delegates to the Conference of the Royal Naval Association.

As guest speaker, Vice Admiral Alan West explained NATO's action in the Balkans in a speech notable for its incisiveness and speed, writes **JOAN KELLY**.

"I'm following the Duke of Wellington's advice to his chaplain - and will preach for ten minutes," he said at the outset.

"We (Britain) were big players in the action," he said as he paid tribute to the ships of Britain's task group - led by the carrier HMS Invincible - for the speed with which they went into action on being diverted from the Gulf to the Balkans, when the missile power of the Serbs was unknown.

During the air campaign, Sea Harriers from Invincible had the hazardous task of patrolling the skies over Yugoslavia. Task group air defence, he said, was provided by the Type 42 destroyer HMS Newcastle, while HMS Iron Duke and other NATO warships kept the Yugoslav Naval forces pinned down in Montenegro.

He also praised the vital tasks performed by HMS Grafton, and HMS Somerset before her, and by the supply ship RFA Fort Austin



● Vice Admiral West - 'We were big players in the action'.

and the tanker RFA Bayleaf. With the air campaign now over, a Royal Navy presence would be maintained off Kosovo by the helicopter support ship RFA Argus with Sea King helicopters from HMS Invincible embarked.

Referring to the Falklands War, during which, as a Commander, he

lost his ship HMS Ardent, he spoke with feeling about the heroism of his men and their courage under fire.

"The same quality people are serving today, highly trained, highly professional, doing a great job."

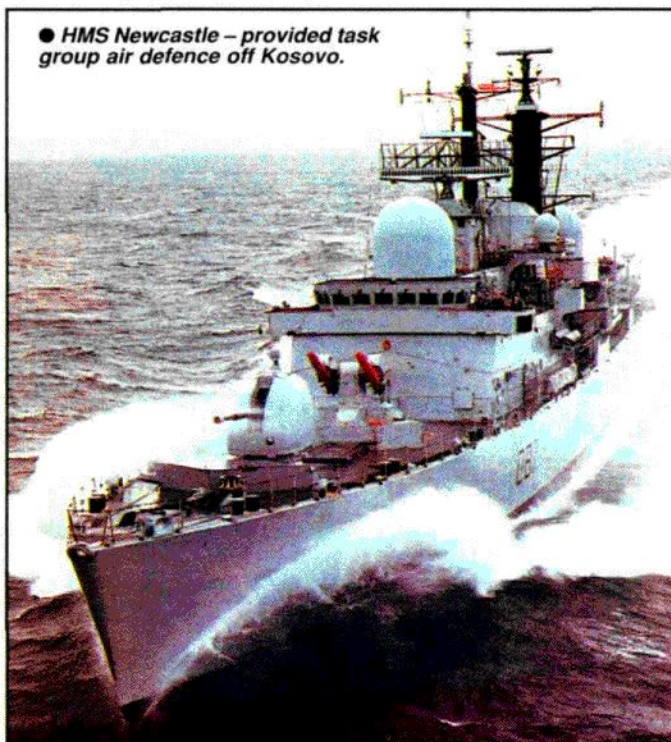
He switched from speaking about a past war to the troubled world we live in today, and potential flash-points from Sierra Leone across the globe to Northern Ireland. Stressing the need for strong defence he emphasised the need for flexible and mobile forces.

HMS Ocean, the first of the Navy's new generation of amphibious ships, would meet that need. The 21,000-ton ship, one of the Navy's biggest, could embark a battalion-size unit of Royal Marines and a fleet of assault helicopters to be deployed anywhere in the world.

"Many people, including my own father, think the Navy is down to a couple of ships," he said. "They need reminding that she is the second strongest in the world with a firepower far in excess of a fleet of former battleships."

"What is more, she has the best trained and finest quality people serving."

● HMS Newcastle - provided task group air defence off Kosovo.



'No' to a biennial meeting

A TUNBRIDGE WELLS proposal that the RNA hold a meeting of all members biennially received the thumbs-down from delegates at this year's annual conference.

Seconded by Eastbourne branch, the motion was defeated overwhelmingly after those against the plan said it would deny branches the chance to air their views, influence policy and would foster an indifference that could kill off the Association.

Only six motions were put forward for debate. Of those, one was withdrawn and only one carried.

Proposed by Blackpool and Fylde, it called for the National Council to review the supplemented Royal Charter rules to clarify requirements for trustees of Areas and branches.

2001: A Clacton odyssey

THE RNA annual conference in 2001 is to be held at Clacton-on-Sea.

Delegates at this year's event gave enthusiastic support to a late motion proposing Clacton - and put forward by Clacton branch, seconded by Wigston & District.

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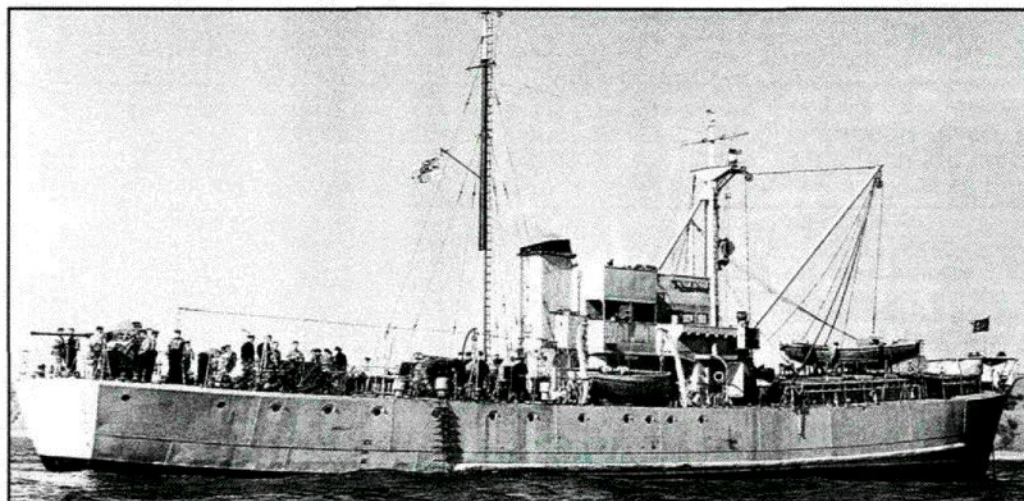
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ENGLAND



OUR JUNE Mystery Picture competition winner is Mr B. Bell of Newcastle-on-Tyne.

He correctly named the ship as the minelayer HMS Abdiel. And the irony of her end? She struck a mine laid by enemy motor torpedo boats in Taranto harbour in 1943.

Mr Bell's answer was drawn at random, and he wins £30. Another £30 is offered for this month's puzzle: Name the ship and her original purpose.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is September 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

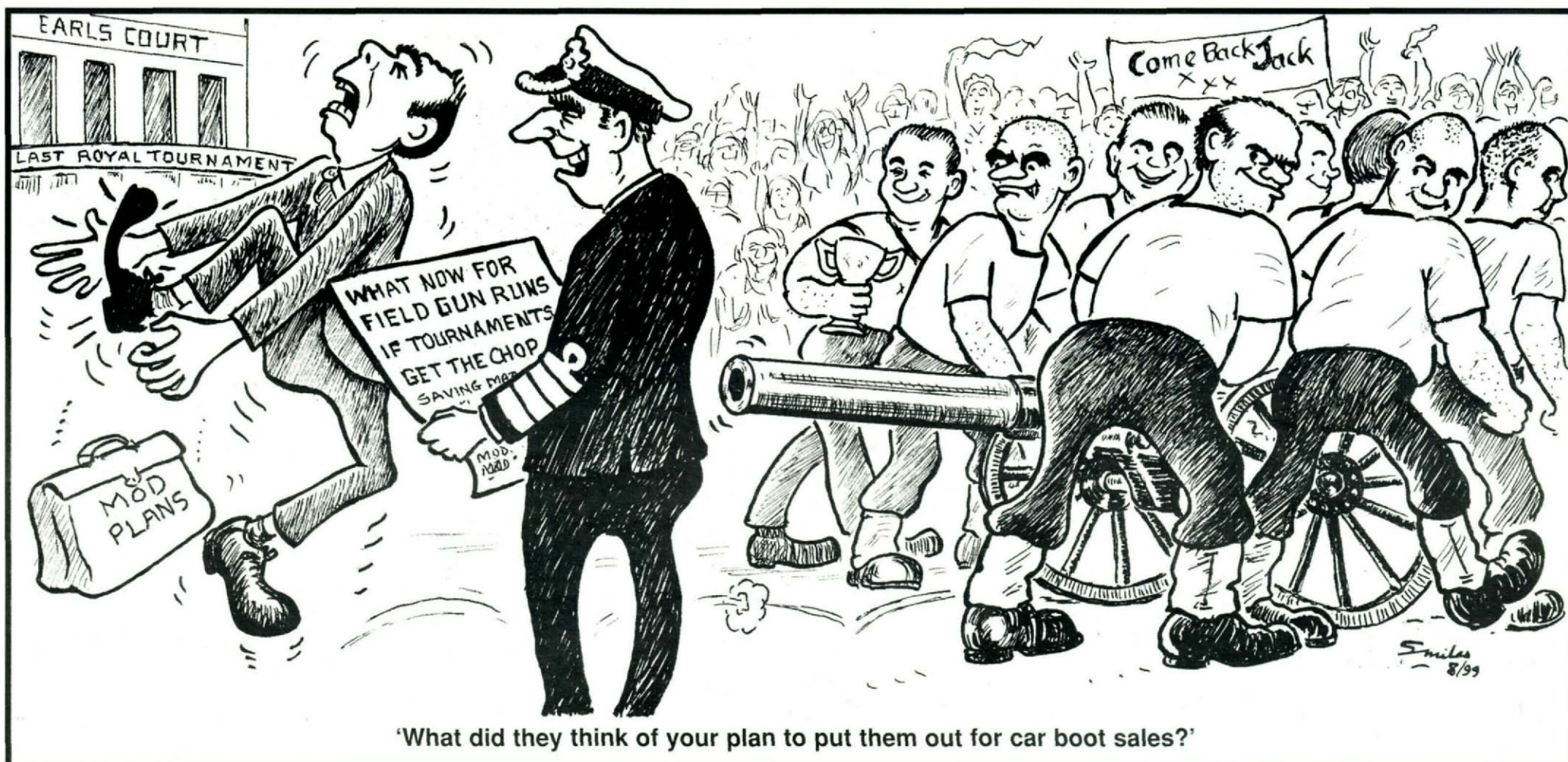
PICTURE PUZZLE

MYSTERY PICTURE 54

Name

Address

My answer



'What did they think of your plan to put them out for car boot sales?'

NEWSVIEW

Solomon's Mines revisited

THE NAVY's sponsorship of the Windrush Awards, recognising the best talents of Britain's ethnic communities, reflects an empathy dating back to the days of Empire. That may seem to be an unlikely claim, but there is evidence of it in what might also seem an unlikely source – the novels of Sir Henry Rider Haggard.

This month's total eclipse of the sun – a natural phenomenon that still excites atavistic awe in so-called civilised communities, apparently – prompted a re-reading of the famous passage in *King Solomon's Mines* in which a Royal Navy officer makes use of the same to subdue a native host.

The immaculate Captain Good conveniently remembers an entry in his pocket almanac and reinforces his companions' claim to be visitors from the stars by offering to blot out the light of day.

The eclipse arrives, dead on time* and so he works the trick (although the evil old witch Gagool is unimpressed, having seen it all before).

Well, it's a rattling good yarn, originally much criticised for 'rejoicing in cruelty, revelling in carnage', which may account for its continued success. But what is all this leading up to?

Allan Quatermain, courtesy of the likes of Stewart Grainger and Cedric Hardwicke who have portrayed him on film, sticks in the mind as the enlightened 'Great White Hunter'. This is not borne out by the text. Far from being a proto-Laurens van der Post, he comes across as something of a bigot, forever suspicious of natives in general, while Good and Sir Henry Curtis instinctively trust their other companion on the trek, the "noble savage" Umbopa, who later turns out to be the rightful King of the Kukuana.

Good, who mostly provides comic relief with his insistence on keeping up appearances, is actually the most sympathetic character in the story, enjoying a tragic romance with the Kukuana princess he rescues from Gagool.

Was it an accident that Rider Haggard chose to identify sympathy with native peoples ('somehow they all seemed to like Good') with a Naval officer, who by his contact with the world at large could take a broader view? Although Rider Haggard shared many of the racist assumptions of his contemporaries, his admiration for the subjects of the Empire went well beyond the political correctness of his day. In the context of their times, he and Captain Good may even have been ahead of our own.

* Rider Haggard got it wrong about the eclipse's duration and its being observable in Britain and Africa at the same time. In later editions he changed his account to that of an eclipse of the moon.



● **KEEPING UP STANDARDS:** Capt Good on his way to the 'Frowning City' of Milosis ("So much depends upon a first impression, especially as I observe that there are ladies about. One at least of us ought to be decently dressed").

— From the 1888 edition of Allan Quatermain

'FOR THE GLORY OF GOD AND GOOD OF THE SERVICE'



DEBT problems among Naval personnel are a key concern for the Royal Sailors Rests – now imaginatively relaunched as 'Aggies RSR'.

Speaking at the Duke of York's Headquarters, Chelsea, Chairman of the Trustees David Brown said the financial difficulties experienced by some of the RN's people were a reflection of society at large, where one in four are marked down as uncreditworthy.

"Unmanageable debt is an offence in the Armed Forces, so people often let things go too far before seeking advice," he said. "This is a niche where we can really fulfil a need."

The Navy already provided such a service but some preferred to approach an independent organisation. (See 'Money Matters' page 27).

A free debt counselling service had now been launched through a professional consultancy service funded by Aggies.

Said Executive Director Jonathan Martin: "If we are to provide a useful service, we must adapt with a constantly changing Naval Service and direct more of our resources into providing the right people – mature Christians who have a range of skills to do what work is needed, where it is needed."

"The principles that will underpin this process and progress are that we are a Christian society that is light on its feet and responsive to the spiritual welfare and support

needs of the Naval Service and their families."

"We have new work to do but it is the same mission – and we would have stood to lose that if we had not changed ourselves."

Aggie's makeover had included the closure of Rest Centres in Portsmouth and Rosyth this summer, plus the recruitment of staff with specialist skills. Three Centres would continue in their traditional role at Helensburgh, Devonport and Rowner. Savings overall would amount to £100,000.

"The Rowner Centre is seen as an important facility as it is on a 'married patch' that is expected to continue as such for at least ten years. The facilities, originally provided by the Navy, are very cost effective in their operation."

"Most of our resources – 60 per cent – will still be directed towards the family. But the changes mean that many more people will benefit from RSR's work and the men and women of the Service will be reached in a way that Dame Agnes Weston did originally."

Mr Thomas concluded by emphasising that Aggies extended an equal welcome to Naval personnel recruited from the ethnic minorities.

"As Miss Weston maintained, 'All are welcome, with a creed or without, drunk or sober. If they are in the Navy, that is enough.'"

New look 'Aggies' homes in on debt problems



● Latest initiative from Aggies is a phone chargecard for the Naval Service and families which can save users up to 85 per cent compared with a BT charge card. These are to be made available at RN establishments throughout the UK. Call 0800 036 3880 for details.

E-mail: aggies@globalnet.co.uk. Website: www.rsr.org.uk

Herald scans for past and future

COASTAL survey ship HMS Herald returned to Devonport after a deployment looking back as well as forwards.

The busy four-month deployment to the Eastern Mediterranean saw Herald involved in just about every surveying task possible for a ship of her type.

Her main task was gathering oceanographic data, which meant stopping at almost 300 pre-determined sites 30 miles apart, lowering a probe almost to the seabed to record temperature, pressure, sound velocity, salinity and a variety of biological measurements.

The data gathered and collated by the ship will be further analysed by the UK Hydrographic Office, and information will be put to military and scientific use.

A detached team of eight members of the ship's company, using Herald's two motor boats, conducted a survey of the approaches to the Grand Harbour in Valetta, Malta, which will help in the preparation of a new maritime chart.

At the request of a Maltese historian, Herald undertook a sonar survey of a wreck believed to be HMS Russell, sunk in 1916.

But the survey and research ashore now suggest the wreck is Polish World War II destroyer Khuzvic, and that the Russell lies 500 yards further east than her charted position.

It's bombs away as Navy clears seabed

Commando takes well-earned break



Royals train hard for war and peace

WHEN every day brings new challenges and dangers, it's only right you get the chance to sit down and reflect on life in the Royal Marines.

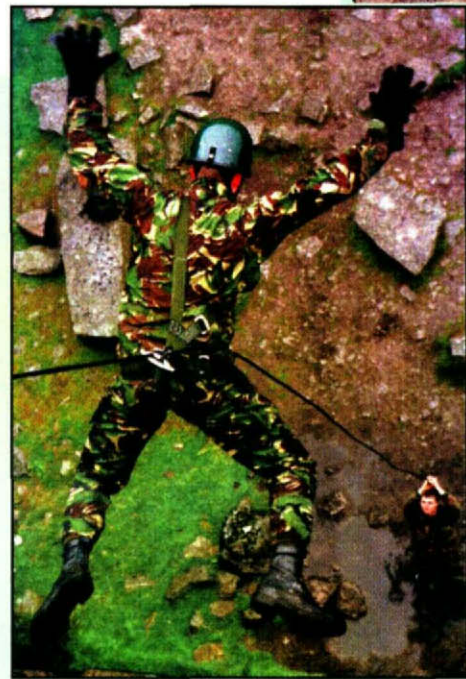
A lance corporal from 42 Commando (above) chills out after taking part in a live firing section attack in Sennybridge, Wales.

The men of 42 Cdo have also been training at the Castlemartin ranges, also in Wales, where the anti-tank troop fired Milan missiles.

Meanwhile a Royal from Support Company 42 Cdo (left) leaps from the top of a 120ft cliff on Dartmoor, in the firm belief that his colleague at the bottom of the rope will stop his descent before the ground does.

These men were in training for the Royal Tournament in London.

Picture: LA(PHOT) Steve Lewis (42 Cdo).



● Glasgow, Australia – Type 42 HMS Glasgow enters Sydney Harbour during the fifth month of an eight-month deployment. The ship has supported defence export and 'UK plc' events, with the UK delegation headed by Rear Admiral John Tolhurst. After Sydney the ship headed north to Cairns.

Picture: LA(PHOT) Paul Smith.

Argus is back from Adriatic

ROYAL Fleet Auxiliary aviation ship Argus is back home after deployment to the Adriatic on Operation Magellan.

Argus had arrived in theatre on June 1, having rendezvoused with the home-bound carrier task group in the Bay of Biscay and embarked three of HMS Invincible's Sea Kings from 814 Naval Air Squadron.

Once in position Argus started sea control and surveillance operations and provided logistic support to British and NATO warships.

The helicopters conducted air/surface surveillance patrols on continuous 12-hour cycles, and the ship also moved stores from the Italian ports of Bari and Brindisi to ships on task.

This included support for HMS Splendid, with the helicopters regularly transferring stores, mail and personnel to the submarine.

With no regular tanker available, Argus's ability to provide fuel at sea while under way also proved a useful asset.

The RFA called in at Barcelona on her way home, and is expected to remain in Faslane until mid-August, when she will sail to Devonport to feature in Navy Days over the Bank Holiday weekend.

Sea Crusader and Sea Centurion, the two RFA roll-on, roll-off heavy sealift ships, continue to play an important role in operations in Kosovo.

Both ships recently delivered more equipment to Thessalonika for KFOR troops, a run they have been making since December.

Defence Secretary George Robertson announced extra leave for personnel returning from operations in Kosovo.

Mr. Robertson revealed the extra leave when he spoke to Parliament about details of withdrawals from the Balkans.

RN personnel will receive extra leave on a pro-rata basis, according to length and conditions of deployment.

ROYAL Navy ships are helping to clear the Adriatic seabed of bombs jettisoned during the NATO Kosovo campaign.

HM ships Sandown and Atherstone are part of a 15-strong mine countermeasures (MCM) force comprising two NATO groups and local Italian forces.

Most of the vessels are operating in the shallower waters of the northern Adriatic, but Sandown, as the only minehunter in theatre capable of searching the deeper waters down south, has often operated alone, up to 200 miles from the rest of the force.

Operation Allied Harvest is tasked with locating and disposing of ordnance jettisoned during the bombing of the former Yugoslavia.

Areas of sea were designated for aircraft to drop unarmed weapons if the target was obscured, the weather intervened or there was a "hang-up".

More than half the ordnance was dealt with in the first four weeks, and NATO is confident that the operation will be completed before September.

PO(MW) Jim Enright, of HMS Sandown, said: "It's a bit of a scrapyard down there, with the sonar capable of finding objects as small as beer bottles."

"But it is great to see a bomb on the remotely-operated vehicle video screen in amongst all the oil drums and scrap – and even better when the bomb is blown up!"

Sandown is part of MCMNORTH, led by Hydrographic survey ship HMS Bulldog, and the force was strengthened with support from MCMFORMED, which was due to exercise with Bulgaria and the Ukraine.

Hunt-class ship HMS Atherstone is part of the Mediterranean force, operating out of Ancona.

It is the second time in a year she has been involved in live operations, having participated in Operation Estonia 98 clearing World War II Russian and German sea mines from the approaches to Tallinn in the Gulf of Finland.

Atherstone is due back in the UK in September.

Defence chief in Balkans

SECRETARY of State for Defence George Robertson has visited Macedonia, Kosovo and Bosnia, where he spent three days meeting government members as well as British forces.

Mr Robertson said:

"The visit represents an opportunity to witness at first hand the progress being made in Bosnia since the Dayton agreement, and to stress the continued need for its full implementation."

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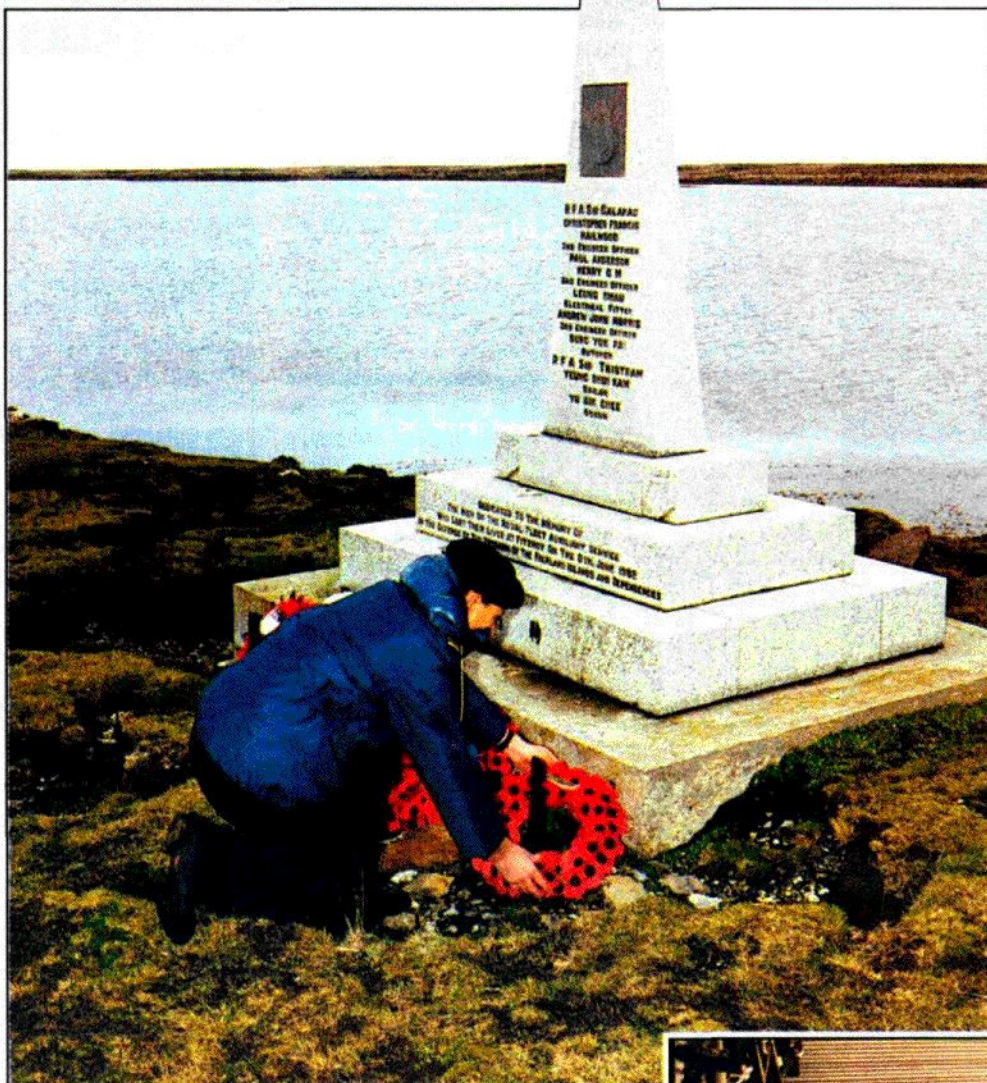
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THE DUTIFIED SOUTH



● Not forgotten – Capt Chris Fell, RFA, Commanding Officer of RFA Grey Rover, lays a wreath at the Royal Fleet Auxiliary memorial at Fitzroy during the annual commemoration ceremony.

● Taking shelter – soldiers of the Falklands Resident Infantry Company welcome the relative comforts of the helicopter hangar on board HMS Westminster on completion of Exercise Purple Strike.

● Topping up – Type 23 frigate HMS Westminster refuels from RFA Grey Rover while under way off the Falkland Islands.

THE ISOLATION of the Royal Navy's South Atlantic deployments is never so sharply defined as when a cry for help is heard.

Such a cry was picked up by the military operations centre of Mount Pleasant in the Falkland Islands – and the joint operation which followed showed how a low profile theatre can still test man and machine.

At 0300 a seaman aboard the Ibsaquinto, 500 miles off the Falklands, had fallen and injured his neck and back.

Immediately the Royal Fleet Auxiliary tanker Grey Rover was diverted from South Georgia to accompany the stricken man's ship, while South Atlantic guardship HMS Richmond was sent to a point 200 miles east of the islands.

With the ships in place, and a Hercules airborne as top cover, an RAF Sea King from 78 Squadron left Mount Pleasant for an eight-hour round trip.

While conflicts in Europe and the Middle East tend to grab the headlines, RN and RFA ships and personnel are still working hard further afield and out of the spotlight. **Paul Parrack** reports from the Falkland Islands.

The helicopter refuelled from Richmond, then flew on to the Ibsaquinto to pick up the casualty.

The aircraft then refuelled from Grey Rover, and again from Richmond on the way back before delivering the sailor to the King Edward VII Memorial Hospital in Stanley after a 1,000-mile flight.

To complete the operation, a VC10 provided air-to-air refuelling for the Hercules.

Sqn Ldr Bob Lander, the Officer Commanding 78 Sqn, said: "Although relatively manpower and equipment-intensive, this type of operation is excellent training for those involved as well as providing a vital life-saving capability

for this area, despite the distances involved."

HMS Richmond took over as South Atlantic guardship from her Type 23 sister HMS Westminster, which returned to Portsmouth as Navy News went to press, visiting Rio de Janeiro en route.

Grey Rover has been on station since March on a semi-permanent basis, supporting the South Atlantic frigate.

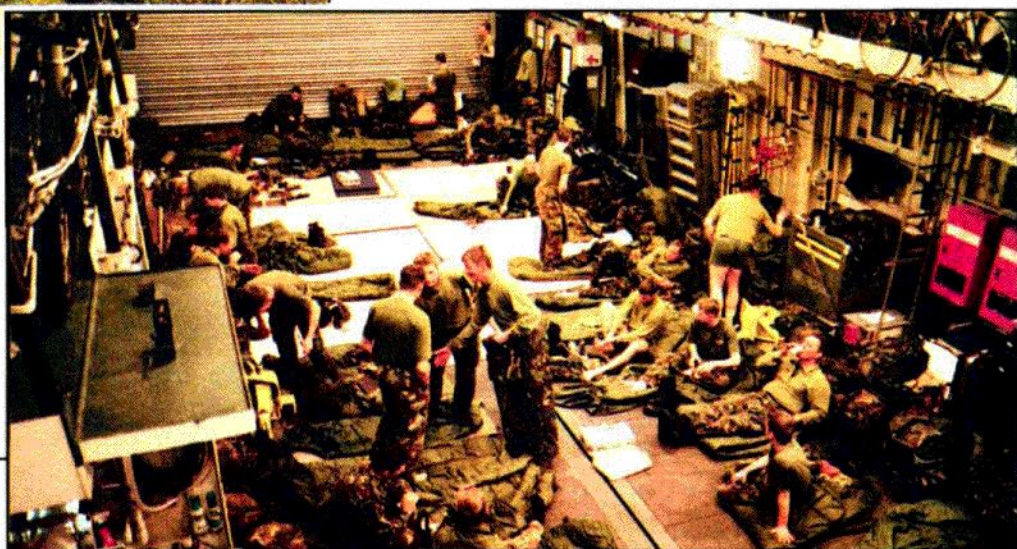
She is administered from the headquarters of the Commodore RFA in Portsmouth, and another ship in the same situation, this time on the Navy side, is HMS Dumbarton Castle, the South Atlantic patrol ship, under Commodore Mine Warfare and Patrol Vessels, also based in Portsmouth.

This task group is periodically supplemented by the presence of a nuclear submarine, the most recent being HMS Trafalgar.

And during her deployment, the attack submarine's needs in terms of support and maintenance have been ministered to by the forward repair ship RFA Diligence.

Trafalgar had been more than a month at sea without landfall, most of the time submerged, when she made her rendezvous with Diligence, which arrived in the Falklands in early May.

The T-boat inched her way into outer Mare Harbour and stopped, at which the giant RFA vessel edged gently alongside and secured the submarine.

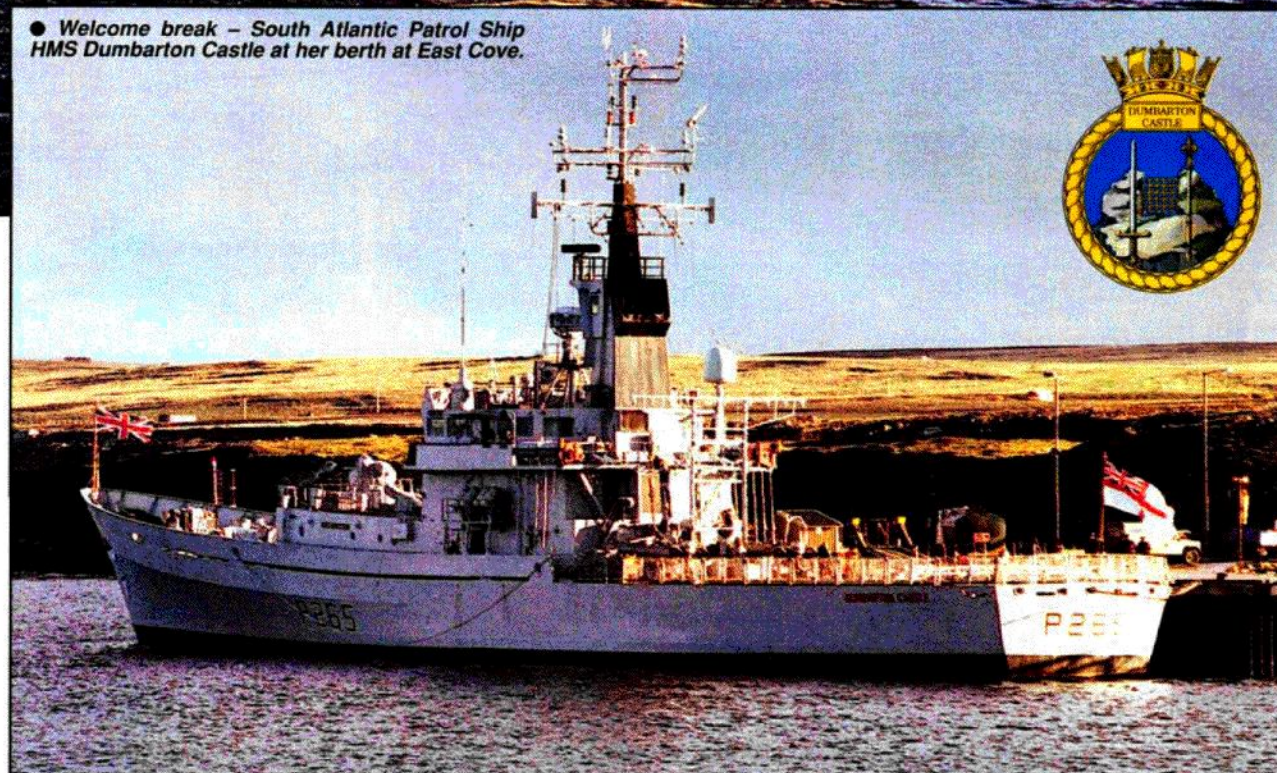


UL H

● Protective bulk – 'mother ship' RFA Diligence dwarfs HMS Trafalgar as the submarine undergoes maintenance in Mare Harbour.



● Welcome break – South Atlantic Patrol Ship HMS Dumbarton Castle at her berth at East Cove.



Diligence then turned, bringing Trafalgar with her, and made her way further into the harbour, securing to the buoy after a three-hour operation.

The weather, by Falklands standards, was kind – the strong winds of the previous day had abated and there was a typical alternation between sunny spells and squalls of sleet and snow.

The submarine underwent a two-week maintenance programme, while personnel enjoyed a spell of rest and recreation before their long journey back to Devonport, via Florida.

Trafalgar and Diligence are both due home later this month.

Before she left, Trafalgar exercised off the islands with Westminster and Grey Rover, and the latter pair were also involved in the Joint-Services Exercise Purple Strike.

Designed to test the operational capability of the RN, RAF and Army in theatre, the seaborne components included refuelling operations, anti-submarine and air-defence exercises, with locally-based RAF Tornados participating.

On land the Army's Resident Infantry Company carried out attacks, supported by RAF Chinook helicopters and Hercules.

The exercise culminated in the early hours of the morning with HMS Westminster blasting away with gunfire support.

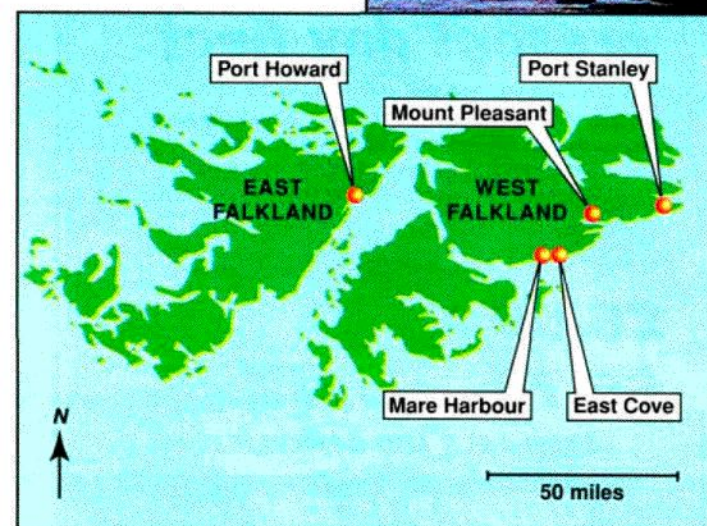
On completion of Purple Strike, the 120 soldiers of the Royal Anglian Regiment, who had spent five days in the field in cold, wet conditions, embarked in Westminster and Grey Rover at Port Howard for overnight passage back to their base at Mount Pleasant.

Apart from the search and rescue role, the frigate and tanker also resupply and support the Army garrison in South Georgia.

Members of the Royal Navy and RFA ships' companies took part in the annual commemoration of the bombing of RFA landing ships Sir Tristram and Sir Galahad during the 1982 conflict.

The ceremony takes place on the isolated bluff overlooking the site, and wreaths were laid for members of the RFA and Welsh Guards who died there.

The Governor of the Falklands, the Commander of British Forces, members of the Armed Forces and islanders all attended, and a reception was held at Fitzroy Settlement.



Pictures by LW(PHOT) Christine Wood.

Situations vacant

THE FOLLOWING are details of jobs for which the Naval Drafting Directorate is seeking volunteers.

LAEM (ANY) for HMS Excellent. A shore billet based at Tal-T-Bontin South Wales. Outdoor leadership training. Required February for two years.

AEM for HMS Cambridge. A shore billet based at Plymouth. Security duties. Required from September for a year.

AEM for HMS Cambridge. A shore billet based at Plymouth. Security duties. Required from December for a year.

AEM for Britannia Royal Naval College. A shore billet based in Dartmouth. Security duties. Required from November for a year.

MEM1 for NEFI. A sea-going billet based in the Falkland Islands. Normal MEM duties. CDL required. From February for four months.

MEM1 for HMS Fearless. A sea-going billet based in Portsmouth. MEMOC required. From February for 30 months.

CPO (any) for DISC. A shore billet based at Chicksands in Bedfordshire. Instructor duties. Required February for two years.

Time ashore is big issue

FOLLOWING Drafty's Corner in the April issue of Navy News, minimum time ashore (MTA) has become the hot topic for many branches and rates.

At the beginning of the 90s, it was the norm for POs and LHs to spend almost as much time ashore between sea drafts as they did afloat.

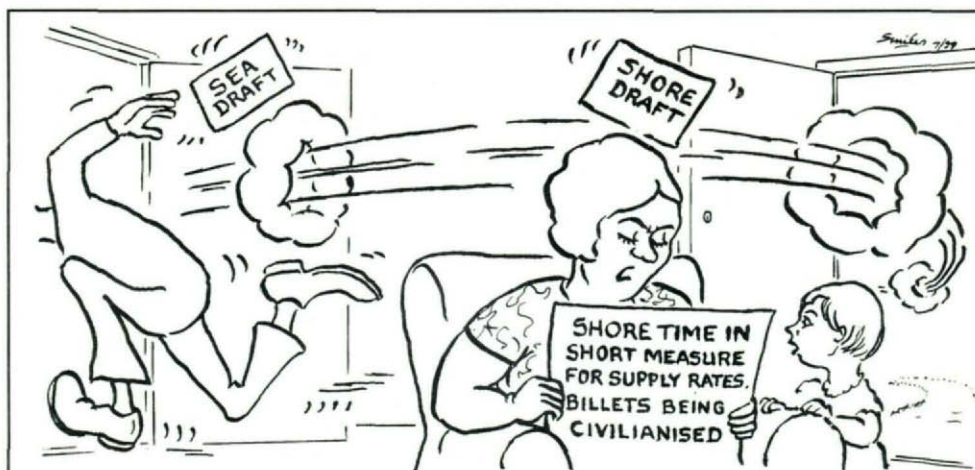
But in recent years the Supply branch has experienced immense changes in the proportion of, and consequently time spent in, shore billets against those at sea.

A carefully monitored but nevertheless extensive programme of civilianisation, contractorisation and partnerships has reduced the number of jobs ashore, with the greatest impact being felt by the catering and steward branches.

It has been quite a culture shock for us all, perhaps especially for those with young families where ever more frequently the family load and parental responsibility revolves around the stability of the non seagoing partner.

Be that as it may, Drafty can only deploy men and women to the billets available as dictated by a unit's Scheme of Complement, which is 'owned' by the Employer.

Fortunately, the drafting roster system and rules in BR14 ensure that the available quota of shore time is spread as evenly as possible amongst all those in the same category and ultimately with MTA the norm, this is the task set for Drafty to manage. The only exception to this is the limitation on female accommodation afloat.



"It's alright darling... It's only Daddy popping home for a moment"

Adjustments to the length of sea tour are made to achieve a better balance between the sexes. Currently the following Supply categories are either on or very close to MTA:

□ CPOSA: 30 months at sea earns 18 months ashore

□ POSTD & POCA: 30 months at sea earns 15 months ashore.

□ LSA, LSTD and LCH: 30 months at sea earns 12 months ashore.

□ STD & CH: Two years at sea earns five months ashore.

So the few months ashore become very precious and everyone should now expect and plan their lives in that scenario.

It is just as much of an unwelcome change for the employer ashore, who, even if he is not gapped in some billets, has to cope with a fluid workforce who seem to be there one day and gone the next, probably for Pre-Joining Training in readiness for the next ship.

The PJT package is often fragmented which only adds to the burden of the shore manager, but good and early liaison with the drafting desk can and does help minimise the 'dead' time between courses.

Fitness

By now everyone should know how important successful completion of a leadership course is in progressing up the advancement

and promotion ladders.

Certainly the queues at the moment are very long.

Unfortunately, nearly every week a number of valuable course places are lost, which others would have liked to fill, because some candidates are reported, at the last minute, as failing the fitness test.

Nobody can help or be blamed for being ill and being temporarily downgraded just before the start, but failure to achieving fitness standard just before the start of what is an important career course is irresponsible.

The waiting time to get on course provides plenty of warning, so please contact your 'Clubs' for advice and help ASAP, to work out an adequate fitness training programme to ensure success.

Review in

A COMPREHENSIVE review of retinue billets took place three years ago and the manpower changes recommended have been achieved.

But some jobs remain overseas or on sea service, mostly for LSTDs and STDs, which need a rating who can also drive. If you hold a full driving licence, please ensure it is recorded as an ADQUAL.

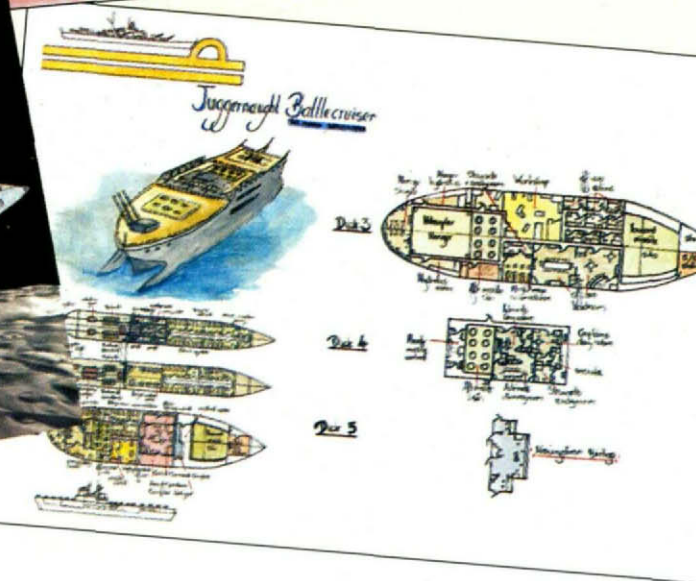
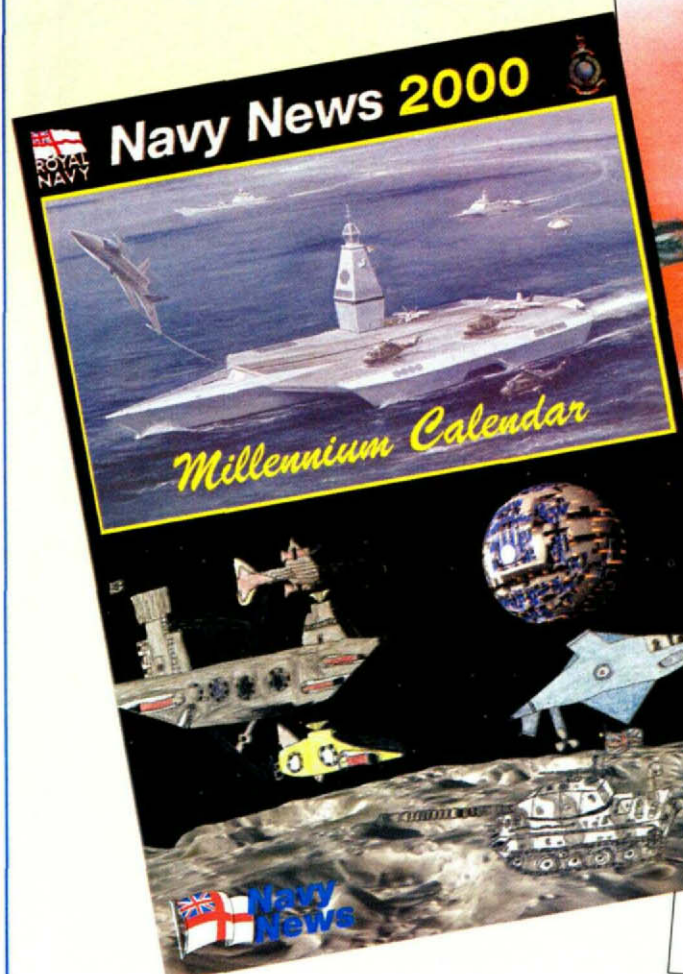
Voice mail

THE PRESENT telephones and means of receiving messages are inadequate because the drafting staff are having to spend more of their precious time away from their desks and phones which have no facility for leaving messages.

It's all about to change. Communication Technology has at last reached the Supply Drafting Section. With a touch of sadness the old voice pipes from the bridge have finally been ripped out, and the following extensions will have a voice mail facility:

The Office Manager CPOWTR Stokes on 2443. Writers Drafting: LAPOWTR Gilchrist on 2505. SAs' Drafting: P O W T R Lymer on 2444. CAS' Drafting: POWWTR Doherty on 2446 and STDs' Drafting: POWTR Taylor on 2575. Please note that the new system will not accept 'Buzzes from the Galley range'!

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- ORDERS NOW BEING TAKEN...



Helping Hands



In Brief

Cycle cheque

THE TEAM which raced HMS Ark Royal from Portsmouth to Rosyth on their bikes have presented the final cheque for £4,720 to the Lord Mayor of Leeds for his annual charity.

The money was split between the Royal National Institute for the Blind, the Head and Neck Cancer Unit at Cookridge Hospital in Leeds, and a local charity in Scotland to establish links with the Rosyth area during the carrier's two-year refit.

A team from refit contractors BRDL raised another £5,000 for the Children's Hospice Association (Scotland).

Top bids

A CHARITY auction of sports memorabilia on board HMS Invincible raised £983 for Macmillan Nurses.

Among the items under the hammer of organisers CPOPT Glen Young and LPT Cherry Cherrington were a Liverpool shirt signed by Robbie Fowler (£90), a signed Lincoln Town shirt (£65), and a signed Manchester United pennant bought by WWTR Heather Wellman-Riggs for £352.

Toddle total

A TODDLE by the Yeovilteens raised more than £400 for Barnardo's.

The children of the RN air station Yeovilton day nursery completed half-mile laps in pushchairs or on foot as part of a nationwide sponsored event.

Sussex slog

THE WARDROOM Wheelers of HMS Sultan raised nearly £2,000 in the British Heart Foundation cycle ride from London to Brighton.

Some 27,000 cyclists took part, and nearly all of Sultan's magnificent 26 finished the 58 miles in time for lunch – though three riders didn't finish until teatime.

Commodore John Clayden, Commanding Officer of Sultan, was scheduled to head the team, but tore an achilles tendon the previous week and could not take part.

Kick and run

A CHARITY football tournament and fun run organised by the Junior Rates mess of HMS Eagle on Merseyside produced £2,000 for Zoe's Place in Liverpool, which looks after babies with special needs.

Eagle's two teams, and that of HMS Forward of Birmingham were no match for the RM Reserve team.

While the games were played, Eagle women did a sponsored run round the pitch.

Troop supports babies

THE ROYALS of Support Company, 40 Commando RM didn't hang about when they did a spot of fund-raising in the West Country.

The 120 men speed-marched a total of 140 miles around Somerset in three days, visiting Minehead, Glastonbury, Yeovil and Taunton among other places, collecting at the roadside.

And as a result they have collected £10,037 for the neo-natal unit of Musgrove Park Hospital in Taunton, which will pay for new incubator systems for the special care baby unit.

The Company divided into teams and ran the route as a relay, with 20 of them helping to collect money and provide safety, transport and medical cover.

Many of the Marines have settled in Somerset, and have young families, which determined the choice of charity to support.

Support Company provides the Commando with specialist fire support, including Mortar Troop, Anti-Tank (MILAN) Troop, Heavy Machine Gun Troop, Assault Engineers and Reconnaissance Troop.

● *Catch them young – Mne Andy Pearson makes a new friend in Watchett during the speed march.*



● *On their marks – Commodore Sym Taylor starts the sponsored gun-pull up the Rock.* Picture: Cpl Steve Lancaster (RAF).

One-tonne gun run to summit for fun

PULLING a field gun is hard work – pulling it up a steep slope is perhaps taking it to extremes.

But that is what the RN Gibraltar field gun crew have done for charity, pulling the heavy gun to the top of the Rock.

Not only was it an arduous physical task, but there were also the logistical difficulties, such as traffic

control on the narrow roads.

Once the team had been set on their way from Devil's Tower Camp by Commodore Sym Taylor, Commander British Forces Gibraltar, it took them one hour 16 minutes to get the one-tonne gun to the top.

And their efforts raised more than £850 for the Lady Williams Cancer Relief Centre in Gibraltar.



● *Glad to help – Rear Admiral Peter Dunt presents a cheque to Danny Kirk (left) and Aaron Dixon of East Shore School.*

School and family centre given boost

THE HEADQUARTERS of Second Sea Lord has presented cheques for £770 each to its two chosen Portsmouth charities.

Representatives from the EC Roberts Centre and East Shore School received the cheques from the Chief of Staff to the Second Sea Lord, Rear Admiral Peter Dunt, at a barbecue.

The Roberts Centre provides a range of support services for families in one of the poorest districts in the country, while East Shore School is a mixed day school for 80 pupils aged two to 19 with severe and profound learning difficulties.

Rating trucks aid to Balkans

A NAVAL rating and his wife have delivered much-needed supplies to a refugee camp in Macedonia by taking a 7.5 tonne truck across Europe.

Andy and Fiona Greenwood set up the charity Dumbarton Aid Kosovo, and gathered food and clothing.

Local and national companies gave support, and within five weeks they had raised £4,000, enough to pay for the truck hire, fuel, ferries, tolls and customs.

Apart from a burst tyre in Italy and a six-day delay at Macedonian customs, there were no problems, and the supplies – including 20 new-born baby packs – were delivered to Stankovic 1, a camp holding 25,000 refugees north of Skopje.

The husband-and-wife team arrived back in Dumbarton after almost three weeks away, having driven 4,750 miles.

Andy, who has been in the Navy for 21 years, is serving in HMS Vigilant (Stbd), and made the trip in off-duty time.

Hot pace from fire brigade

THE FIRE Brigade proved too hot to handle in the annual boat pull on the Rivers Tamar and Lynher.

The firemen left teams from the Naval Provost – who organised the event – the MOD Guard Service, Devon and Cornwall Police and

British Transport Police trailing as they scorched home in a record 18mins, taking the trophy off the police for the first time.

Charities set to benefit include Anslaw House for the deaf and blind.

WIN one of 5 Five Family Tickets to...



Stay out late with extra happy hours
Saturday 17th July – Sunday 29th August

Get Happy, and stay happy for even longer at Chessington World of Adventures this summer! From 17th July until 29th August, the park will stay open until 9pm for an unbeatable 11 hours of adrenaline-packed non-stop action and adventure, **all at no extra cost.**

Face your fear on the new **Samurai**, as you put yourself through 90 seconds of 360 degree twists, turns and gut-wrenching action. Only the bravest Samurai warriors will summon enough courage to take up the challenge of being strapped into one of the ride's 5-seater pods with your legs dangling frighteningly free. Or 'Snake Rattle and Roar' on the sensational Rattlesnake ride.

With a whole host of family favourites such as 'Professor Burps' Bubbleworks, Flying Jumbos, Action Man's Critical Mission and Dragon Falls, Chessington has to put a smile on the face of any child, whatever their age. And watch out for the zany entertainers waiting to surprise you around every corner!

And if you are looking for love, every Thursday night during 'Extra Happy Hours' will be 'Love Night', when the park will transform itself into a 'luv' hotspot, with mischievous match-making cupids, fortune tellers, candid suppers and boy/girl queues!

Great value pre-bookable new family tickets (2 adults / 2 children) are available, priced £59 on gate. Full day adult tickets £19 and a child under 13 years ticket is £15. Evening only tickets available after 4pm, are £9 for adults and £7 for children.

We have 5 family tickets to give away, all you have to do is answer the following question:
What time does Chessington World of Adventures stay open until in Extra Happy Hours?

Send all entries to: Chessington World of Adventures Competition,
Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH.

Answer:

Name:

Address:

All entries to be received by Tuesday 13th August 1999. Tickets will be sent to the winners by 16th August 1999. The judges decision is final. Employees of Navy News and their relatives are ineligible.

Filling a gap – sailors who were soldiers of the Queen

THE ROYAL Navy was involved in no major ship-to-ship actions in the latter half of the 19th century – but saw plenty of fighting on land.

Curiously, Richard Brooks' *The Long Arm of Empire* (Constable £25) is the first full history of the Naval Brigades that fought with such distinction from the Crimea (ten VCs) to the Boxer Rebellion – but it ties in nicely with the centenary of one of their most spectacular achievements, the Relief of Ladysmith (see April issue).

He draws particular attention to the fact that the many spectacular feats of heroism and endurance the men endured carried little or nothing in the way of material reward.

While battle casualties were mostly low until the end of this period, disease and injury were major risks. When HMS Niger paid off in 1861 after a five-year commission, only 80 of her original hands returned to Woolwich Dockyard. Forty had died "from climate" and 60 more had been invalided. Only four were lost in action. The only battle casualty during the 1897 Brohemie operations was HMS Alecto's Chief Gunner's Mate, struck by his own rocket as it left the tube. Returning to their ship from the same expedi-

tion, the crew of HMS Phoebe suffered 112 cases of malaria out of a complement of 219. Most were serious and six died.

Not until 1900 did the Naval surgeon's training cover tropical disease and bacteriology, although sickness rates in West Africa and the West Indies were almost ten times those on the home station.

In 1900 an Ordinary Seaman earned 8/9d a week, augmented by 1/6d a day in hostile territory – just over £1 a week, maybe, which was roughly the same as the average labourer's wage. Continuous service did afford some measure of security, though – seamen who survived a full 21 years could expect a pension, something then unusual outside.

There was some prize money to be had from service ashore, but not much, and it was a long time coming. Prize money awarded for the capture of Pegu in 1853 was paid ten years later, when the Navy shared £34,000 with the 18th and 80th Foot.

And there was a certain amount of plunder. The RM detachment at Peking were "under penalty of being shot if caught looting", but the depredations of the international occupation of the city were actually semi-official – and Roger



● One of HMS Terrible's 4.7in guns at Durban in November 1899 – a month before taking part in the Battle of Colenso. Boer War Naval Brigades wore military khaki with sennet hats. From the Royal Naval Philatelic Society commemorative cover marking the centenary of the Relief of Ladysmith. Te. 01705 291259 for details.

Keyes was singled out as "going very strong and a great looter".

Promotion to commissioned rank was not a motivating factor behind deeds of valour – much less, in fact, than in the Army where every battalion had its quartermaster captain or lieutenant promoted from senior NCOs and a cavalry trooper rose to be Chief of the Imperial General Staff.

In the Navy, only four lower-deck men became lieutenants between 1815 and Fisher's 1903 scheme for promoting Warrant Officers. Three of these had taken part in Naval Brigades.

Sweeping statement

MOTOR Minesweeper 172 was one of many wooden ships built in British shipyards to combat magnetic and acoustic mines laid by enemy ships and aircraft during World War II.

Ex-Telegraphist Albert Rigby, who served in her from 1942-45, tells of her operations in the Bristol Channel, off the coasts of Sardinia, Corsica and western Italy, including the Allied landings at Anzio.

MMS 172 – A Telegraphist's Experience of Wartime Minesweeping, is available from Mr Rigby at 39 Clifford Road, Princes Risborough, Bucks, HP27 0DP at £10.95 plus £3pp.

IMPLACABLE, EVEN IN DEATH . . .

FIFTY years ago, the decision to sink HMS Implacable, the last wooden 'ship of the line' then still afloat and the only French survivor of the Battle of Trafalgar, caused outrage.

Sadly, however, her rapidly deteriorating condition during World War II and the harsh economic climate that followed meant it was impossible to save her.

Her loss nevertheless gave impetus to the modern development of historic ship preservation.

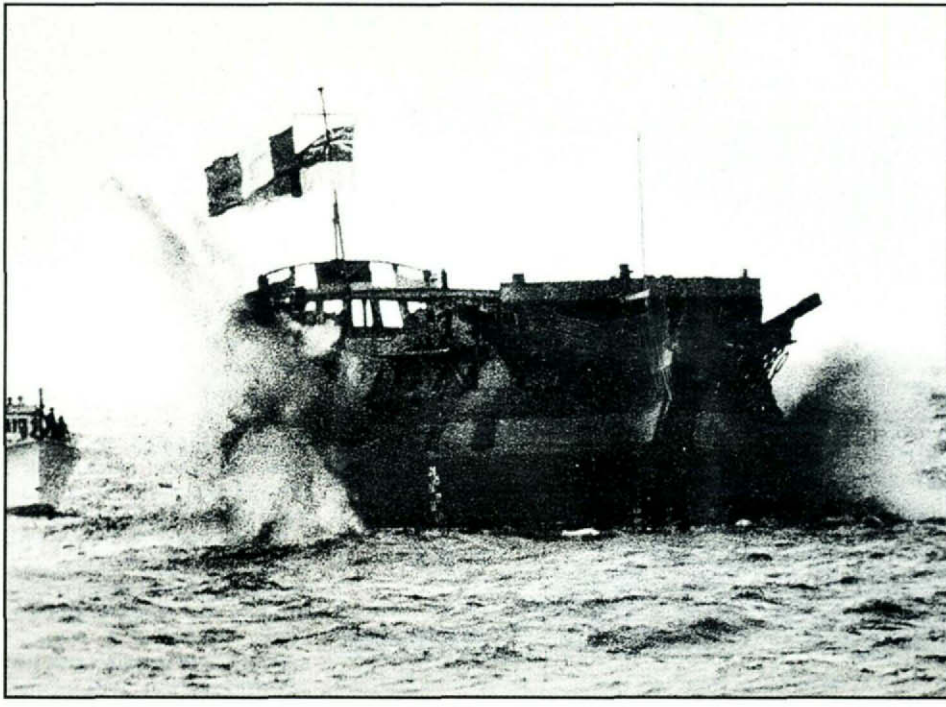
One of the key players in the campaign to save her had been the National Maritime Museum – which at least managed to rescue her figurehead and most of her stern decoration.

The latter was boxed up and for the past half-century didn't see the light of day – but has now been completely renovated thanks to the generosity of the museum's Danish friends Hempel's Marine Paints and has pride of place in its new Neptune Court.

The story is told in an illustrated booklet, also produced with Hempel's help,

Implacable: A Trafalgar Ship Remembered, available at £3 inc pp (UK only) from the National Maritime Museum, Greenwich, London SE10 9NF.

● 1345, December 2, 1949: the end of Implacable – but not quite. Originally the Duguay-Trouin, captured at Trafalgar, Implacable became in turn a Royal Navy ship of the line, a naval training ship, a training vessel for Sea Scouts, a holiday ship for working-class boys and girls, and a wartime transport and bulk carrier. When she was scuttled nine miles south of the Owers lightship on December 2, 1949, the Admiralty rather overdid it with the charges – the explosion blew the bottom out of the ship leaving the upper works, wearing the ensigns of both the Royal and French Navies, defiantly afloat. The distinguished spectators stayed until evening, but had to leave the disintegrating remains drifting in the Channel. A few days later wreckage from the Implacable washed up on the coast of France, some of it not far from Rochefort where she had first set sail.



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At Your Leisure



Danny's surprise break

SHORTLY after he was married, Danny Brown, a young sailor serving in HMV Britannia, was engaged in conversation by the Queen during the Royal Family's holiday cruise around the Western Isles of Scotland.

He revealed that his wife hailed from the island of St Helena. "Maybe one day the Yacht will visit St Helena, who knows?" the Queen responded.

Many years later, in 1972 when the Britannia was off Cape Town on a trip to East Asia, the Admiral showed Brown a signal from Buckingham Palace: "Get Leading Seaman Brown to St Helena if at all possible".

A few months later, on the return journey home, he was released to join the fast mail ship Southampton Castle at Cape Town -

which arrived at St Helena 24 hours ahead of the Britannia, thus allowing him a short break on the remote South Atlantic island where he now has his home.

"I received a letter from Her Majesty, wishing me well and trusting that I enjoyed my brief stay on St Helena," says Brown. "I shall always cherish Her Majesty's kindness in arranging such a wonderful surprise for me."

The story is told in his album of photographs from his 17 years' service in the Britannia, A Royal Yachtsman, available at £8 plus £2.50 pp from Mr C. Brown, Palm Villa, Jamestown, St Helena.

● Prince Edward explains the use of anchor flags to LS Danny Brown on board HMV Britannia, off the Western Isles, 1965. Lady Sarah Armstrong-Jones looks on doubtfully...

Concert plays on patriotism

THE PRINCESS Royal will attend 'Rule Britannia' a concert staged by King George's Fund for Sailors at the Royal Festival Hall on September 29 to raise funds for needy seafarers and their families.

Given by the BBC Concert Orchestra and featuring pianist Lucy Parham and the Royal Choral Society, the programme is an unashamed appeal to patriotism and the role of the sea in the nation's survival.

It includes Mendelssohn's *Fingal's Cave*, sea shanties, a selection of Gilbert and Sullivan and Elgar's *Pomp and Circumstance March No 1 (Land of Hope and Glory)*.

KGFS spokesman George Maskell told Navy News: "Much has been written in recent months about devolution and the rights and wrongs of entering the European Community."

"This has brought with it a noticeable upsurge from the 'proud to be British' lobby reminding us all what makes our country unique."

"KGFS is keen to fly the flag and remind us all of how the sea and the seafarers have kept Britain great."

Tickets from £8 - £23.50 for the concert 'Rule Britannia' are available from the Royal Festival Hall Box Office on 0171 960 4242. If you wish to attend the special pre-concert reception call Lyn Burke on 0171 932 0000.

● *Songs of the Sea*, latest CD by the Band of HM Royal Marines, Portsmouth, is a celebration of the RNLI's 175 years of saving lives at sea. Featuring the RM School of Music Choir and soloist baritone William Shimell, singing Stanford's *Songs of the Sea* and *Songs of the Fleet*, the album also includes *Sea Fever* by John Ireland and *The Seafarers* by Michael McDermott.

It is available from The Trading SNCO, The Band of HM Royal Marines, Portsmouth, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH at £13.50 inc pp (cassette £9.50).

The RM School of Music Open Day Concert is at Portsmouth Guildhall on August 12 at 2p.m, while the Band's autumn concerts will be held at St Mary's Church, Portsmouth on Sept 23, Oct 28, Nov 25 and Dec 9. Tel 01705 726182 for tickets at £5 (£4 OAP).

ScreenScene

— by Bob Baker

And if you believe this, you'll believe anything . . .

THE DUKE of Wellington, after he became Prime Minister, apparently left home one morning to go and meet the Tsar of all the Russias, who was on a state visit.

There was the Duke striding along in his scarlet tunic with five rows of medals, his plumed hat, his polished black riding boots and clutching his Field Marshal's baton, when someone - history does not record who - stopped him with the respectful enquiry. "Pardon me, sir - but are you not Mr Simpkins, the licensed victualler?"

"By God, sir," thundered the Duke, "if you believe that, you'll believe anything."

You can imagine him stomping out of his local multiplex - had there been any in the 1820s - and saying much the same about *The Matrix*, a sci-fi fantasy extravaganza with an extraordinary basis for all its computer-orchestrated

destruction and mayhem ("By God, sir, this puts the Peninsular War in the shade.")

You see, this isn't really 1999 at all, we just think it is. Actually, machines took over the world centuries ago. People are still required to service and power these ruler-machines, and so they grow us, out there in the people-fields, then harvest us and keep us happy with a 1999-world computer chip in our brain.

Fortunately, there is one man who can put all this to rights, who can smash the power of the Matrix and restore human supremacy, and that man is ... Keanu Reeves.

("Not worth the powder it'd take to blow him to hell, sir, but let it go, let it go") Keanu plays Neo, who has a barely-explained ability to be in two places at once, the power to abolish gravity so as to walk about on ceilings and (an old trick, this) the facility to dodge speeding bullets.

Neo certainly puts old-style heroes like 007 in the shade and, not surprisingly, in due course and after titanic struggles, he

saves the world. When last seen, he is preparing to abolish digital-people and re-introduce plain folks, who will live happily ever after, presumably under the aegis of King Neo the First ("By God, sir, if you believe that ...").

Although it's hard not to be satirical about all this rigmarole, it's equally hard not to be impressed by the invention and the - perhaps somewhat misguided - energy which sweeps it along.

After all that novelty, how about one of the good old faithfuls? *The Mummy*, for instance. "Beware the beat of the cloth-wrapped feet" ran the advertising slogan for the old Hammer version.

This latest rendition is even more ferocious, but not very scary, since half of him is plainly a special effect.

In any case, the film is played as much for laughs as for horror, as becomes clear as soon as the hero shows up: he's played by Brendan Fraser, last seen crashing into a series of palm trees, as George of the Jungle.

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Southampton returns renewed

AIR DEFENCE warship HMS Southampton enters Portsmouth after emerging from an 18-month refit which has upgraded her computerised command system and Phalanx anti-aircraft guns.

Southampton will operate the new Lynx Mk 8 helicopter which features improved endurance and enhanced capabilities. The ship is due to rejoin the Fleet this month and will

undergo an extensive work-up in October. Early next year she will be rededicated in the city of Southampton, becoming the first Royal Navy ship to be rededicated in the new Millennium.



... and Boxer's home for good

AFTER eight months of separation, families of HMS Boxer's ship's company gave the frigate an emotional welcome home to Devonport.

Under her Commanding Officer, Capt Richard Ibbotson, the Type 22 operated in the Gulf during the Iraq crisis earlier this year. She also visited Vietnam, Hong Kong and Shanghai during goodwill visits in Far East waters.

The marathon deployment was her last – she is due to decommission this month.

Medal clasp for Iraq air ops

A CLASP for air operations over Iraq has been approved by the Queen to be worn with the General Service Medal.

The clasp – 'Air Operations Iraq' – includes service of at least 60 days continuously, or at least 90 days in aggregate on the strength of units on or in support of air ops as part of Operations Bolton and Colmar.

It can also be gained by aircrew who made six operational sorties in

Iraqi airspace as part of Op Bolton and the preparation for Op Warden (July 16 to September 19, 1991).

Those eligible include Regular or Reserve members of the RN or Royal Marines, and – for those in Op Bolton – RFA personnel, Loan Service and Exchange personnel serving with coalition units, Commonwealth Forces on attached or posted strength, and multinational Regulars and Reserves.

RN deploys in strength for desert 'war'

MORE THAN 20 warships and auxiliaries will sail from the UK over the next few weeks in the largest deployment of Royal Navy vessels for two years writes Dominic Blake.

Exercise Argonaut in the Mediterranean will see the Navy launching a huge land, air and sea assault with American, French and Egyptian forces at El Alamein, site of Montgomery's famous desert victory of World War II.

It will be the first major test of the new Amphibious Ready Group which has been set up to enable the UK to deploy a fire-fighting force of commandos anywhere in the world, with immediate notice.

The Group, led by HMS Fearless and helicopter assault ship HMS Ocean, includes Type 42 destroyer HMS Edinburgh, four minesweepers, survey vessel HMS Herald and six landing ships, supply ships and tankers.

And over 1,200 Royal Marines will be embarked, from Plymouth-based 40 Commando, their supporting arms and the staffs of 3 Commando Brigade and Commando Amphibious Task Group.

Argonaut is the biggest deployment since Exercise Ocean Wave in 1997 when the Navy sailed to the Far East and provided vital over-the-horizon support during the hand-over of Hong Kong.

The Amphibious Group's first job will be to join aircraft carrier HMS Illustrious and the destroyers and frigates Manchester, Cumberland, Campbeltown, Gloucester, Montrose and Sheffield in the major NATO exercise Northern Lights off the French coast of Brittany.

Next, the flotilla will head for

the Mediterranean, stopping at Gibraltar, Marseille, Toulon, Naples and Alexandria before the amphibious assault at El Alamein, named Exercise Bright Star.

HMS Ocean's involvement in Bright Star will see a British helicopter carrier operating off Egypt for the first time since 1956 when HMS Bulwark and HMS Albion landed troops during the Suez crisis.

Towards the end of Bright Star, HM minesweepers Chiddingfold, Walney, Penzance and Quorn will break off from their mother ship RFA Sir Geraint and head for Istanbul before entering the Black Sea for exercises with Turkey.

But the Amphibious Group will continue to exercise in the area and make a series of high-profile visits to countries such as Syria, hosting top-level Ministerial and diplomatic visits which are likely to attract international media attention before they return in December.

■ The Royal Fleet Auxiliaries earmarked to provide vital logistical support for Exercise Argonaut are RFAs Sir Percivale, Sir Galahad, Sir Geraint, Sir Bedivere, Fort George, Fort Austin and Olna.



● A rousing welcome for HMS Boxer from Helen Toft, wife of Lt Cdr Michael Toft, the ship's Weapon Engineer Officer. She is holding her baby son, Cameron, while her elder son, Alistair, waves a Union Flag.

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Picking up the phone is the hardest part...

A RECENT survey carried out by a group of health professionals revealed that as many as one in four Britons suffer from serious depression at some time in their lives.

In another survey conducted by Gallup, 88 per cent of people cited financial worries as the cause of their depression. Other factors quoted were illness, death in the family and work or relationship problems.

We can all appreciate that for most people, money worries can be stressful. Even a temporary cash flow may result in behaviour which is out of character. Relationships with family, friends and colleagues suffer. The spouse or partner is often the last person to know the extent of the problem, shielded from the worry by their partner. Often the extent of someone's debt problems will not emerge until another personal crisis occurs. Ill health, job loss, bereavement and relationship breakdown go hand in hand with debt problems.

This is when the majority of people seek help. This may be through their welfare officer at work or independently through an outside agency. Sometimes picking up the phone is the hardest part.

People in "sensitive" professions may be reluctant to approach their employer to confess they have a debt problem and there are alternative agencies who provide an independent and confidential advice service, often free of charge.

In essence, debt problems are only a symptom of the disease. In order to treat the whole person, it is essential to look at their whole situation. Debt advice is the process of helping those who are in difficulty because they cannot meet their financial commitments by giving them practical advice and guidance.

Many people in debt are at risk of losing their home, their belongings, their essential services and even their liberty. They may also be suffering from stress, family breakdown or mental or physical illness. The aim of the debt adviser is to minimise these effects, to help the client to keep their home and their belongings and to have sufficient money to feed and clothe their families.

IT IS common practice in this day and age for banks, building societies and other financial institutions (such as the new breed of credit card companies springing up all the time) to bombard us with advertisements and mailshots about their products and services.

The number of messages that we get during our lifetime runs into many millions and the advertisers all try to convince us that their product is best, we'd be better off with Card X, the cheapest insurance around etc.

However, we shouldn't forget that within the Armed Forces we have our very own finance company. Remember, it is the sole purpose of Naafi Financial Services (NFS) to serve the needs of sailors, soldiers and airmen of all ranks, wherever they are stationed.

With over 40 permanent branches and part-time satellite branches operating within the UK, ten offices in Germany and three in Cyprus, most servicemen have the opportunity of face-to-face advice and information from friendly, approachable staff, most of whom come from within the Service community.

Additionally, in conjunction with Warrior Group, NFS operates dedicated telephone call centres (often with Freephone telephone numbers) for those customers who cannot easily get to a branch and those who prefer to use a telephone.

With the financial support of Warrior Group, there have been many changes in Naafi Financial Services for the benefit of Servicemen and their families. Better training, improved technology and a new improved range of products have led to a much higher level of service to customers.

Bob Jones, Chief Executive of NFS says: "It is our objective to be first choice for financial services through recognising the special demands placed on members of HM Forces."

"We do this by providing a full range of high quality services, tailored to their needs; a 'cradle to grave' service which responds to their needs and those of their families throughout their careers; and a 'wherever and whenever' policy to customer services."

NFS is able to offer its specialist range of services because of the partnerships it has with well-known high street companies such as Norwich Union and Abbey National through the Warrior Group. They include:

● **House purchase scheme** A new service from Warrior Group, designed to help Service families with their house purchase. Arrange your mortgage and insurance over the phone and have an easy access channel to help and advise throughout.

● **Healthcare** Designed in association with Service families, this new Healthcare scheme provides an affordable option to Private Medical Insurance. With two levels of cover to choose between, 24-hour access to a GP medical helpline and cover for dental treatment included.

● **Motor insurance** A pan-European motor insurance policy with full continental RAC recovery included. Policy includes cover for uninsured loss recovery and airside risks.

● **Kit & contents insurance** A flexible insurance policy for all your possessions, providing world-wide cover; all risks protection; new-for-old replacement; and goods in transit.

● **Household insurance** For those customers with their own home this special policy does not penalise customers for temporary unoccupancy or letting. As well as your house and contents, it can cover all your kit and equipment.

● **Travel insurance** A special policy to cover all the needs of Service personnel and their busy lifestyles. It provides annual/single trip/indulgence options; cover for Service cancellation; and optional winter sports/hazardous activity.

NFS also provides loans for a number of purposes. Richard Hall, head of lending, says: "We prefer to lend money for assets such as cars, conservatories, kitchen units and so on, but we will consider other reasons such as holidays and weddings."

"We are working closely with the military to make sure that members of HM Forces are not overburdened with unmanageable levels of debt and we have implemented strict but fair underwriting procedures to ensure this."

As part of Naafi, NFS automatically gives back a portion of its profits to the military as part of the Naafi dividend. Last year this amounted to £5.8m. So when using your Warrior products and services from NFS, you are also taking an active role in supporting local Service welfare projects such as sports, wives, clubs and creches etc.

If you want to find out more about the range of products provided for Service personnel, ask at any branch of Naafi Financial Services or telephone Warrior Direct on 0800 21 22 23 24.

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● HMS OCEAN'S Cdr Russell Best formally accepts the new piano from Mr Tony Portch, landlord of the Three Marines in Portsmouth. Picture: LA(PHOT) Graham Meggitt, HMS Ocean.

Landlord's gift strikes a chord

A LETTER to *Navy News* from G. Parry of Southampton sparked a flurry of correspondence about warships which boasted their own piano.

And it certainly struck a chord with the Ship's Company of HMS Ocean who have just acquired one from Mr Tony Portch, landlord of Portsmouth pub The Three Marines.

HMS Ocean's First Lieutenant, Lt Cdr Nobby Hall, was instrumental in negotiations with the pub in Highland Road and he handed over its collection to young officers as a planning task. The piano has already been put to good use by RM Bandsman WO Gavin Martin who played it during a mess dinner.



● ABOUT TURN: The field gun crew from HMS Neptune in action at HMS Collingwood. The team were the eventual winners and went home with the 1999 Brickwoods Trophy.

Visitors to HMS Collingwood have a field day!

VISITORS to HMS Collingwood's Field Gun Day saw a thrilling battle for the 1999 Brickwoods Trophy between HMS Neptune, Collingwood, Nelson, Excellent, Heron and RN Gibraltar.

The event, sponsored by Heineken, was the main attraction of the Field Gun Day which takes a slightly different form to the more famous Earls Court event, although both stem from the same action at Ladysmith during the Boer War.

After a close battle, HMS Neptune carried off the Brickwoods Trophy but there was plenty of other action to entertain the 3,500 spectators.

The Volunteer Cadet Corps also held their competition at Collingwood and it was HMS

Dolphin VCC who won the prize for the best aggregate time on the day.

Collingwood also staged the 'Illustrious Challenge' engineering competition sponsored by McDonalds, entered by almost 20 schools.

The competition, to build a vehicle to traverse a pitching and rolling flight deck while carrying a cup of McDonalds coffee, was won by Cantel School in the 11-13 cate-

gory, St John's College (14-16) and Portsmouth College (16-25).

□ The Royal Naval Volunteer Band Festival was also held at HMS Collingwood with the hosts winning the 'best overall' title.

HMS Dryad were second overall, and the bands from HMS Sultan, HMS Drake, HMS Neptune and HMS Heron also won prizes for their performance on the day.

New intelligence agency planned

A GEOGRAPHIC intelligence agency is to be formed next April with the merger of the Joint Air Reconnaissance Centre (JARIC) and the Military Survey organisation.

The decision follows a series of studies and consultations – including the Strategic Defence Review – which concluded that a single agency would improve operational effectiveness.

An implementation team has been set up under an Army officer, Brig A. P. Walker, who is also Chief Executive (designate) of the new organisation – to be called the Defence Geographic and Imagery Intelligence Agency (DGIA). For details see General Defence Council Instruction 174/99.

HMS Manchester passes muster

AFTER emerging from four weeks in dry dock, HMS Manchester was visited by the Naval Secretary, Admiral Jeremy de Halpert.

Admiral de Halpert was taking time out of his busy schedule to present Long Service and Good Conduct medals before meeting family and friends of the recipients at an informal reception held on board.

Manchester, having completed OST, is now looking forward to escorting HMS Illustrious during exercise Northern Lights (see P26).



In brief

Admiral does the honours

THE FIRST stage of a £22 million jetty being built at Portsmouth has been opened by C-in-C Fleet Admiral Sir Nigel Essenhigh.

When it is completed, the Western Jetties project will double the Naval Base's capacity for capital ships such as carriers, RFAs and the two huge carriers which are planned to enter service in the next century.

As a native of Tyneside, Admiral Essenhigh was also invited to open a new landing for the Tyne ferry between North and South Shields.

The £1.8-million landing at South Shields is a 2,500-tonne pontoon named Maisie after South Tyneside's Mayoress, Maisie Stewart.

Idea earns Dawn £500

THE £500 PRIZE for naming the newly formed RN & RM Families Association has gone to Mrs Dawn Hibbert, a Navy wife from Gosport.

Her winning suggestion will be revealed at the launch of the new organisation later in the year.

In the meantime, the association invites people to visit their stand at Plymouth Navy Days on August 28 to 30. Half price tickets are available to serving personnel if bought in advance from any NAAFI outlet.

Wreaths laid in Crete

WREATHS commemorating the Battle of Crete have been laid on behalf of the Royal Navy at ceremonies at Souda Bay Cemetery and in the town of Rethymno in Greece.

They were laid by Lt (RN Retired) RSW Sambles, who has been a regular visitor to Crete.

Guernsey to the rescue

HMS GUERNSEY has been busy providing 'roadside assistance' to other vessels during her fisheries protection duty in the South West.

After repairing damage to the Teignmouth fishing vessel she was called to assist a Belgian trawler whose engine was about to seize. And the next day she was needed to take fuel to a Danish yacht, becalmed and out of diesel near a busy shipping lane south of the Scilly Isles.

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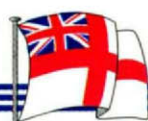
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Uniform is free and naval pay and travelling expenses are payable; in addition, most reservists qualify for an annual tax-free bonus (Bounty) - currently up to £1,050 pa.

Recruits are normally British or Commonwealth subjects, aged between 16 and 33 years (43 for ex-RN), male or female and physically fit.

For further information, contact your nearest Reserve Training Centre or Armed Forces Careers Office. For details of these phone 0345 300123 (24hrs) or 01705 727676.

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The Council has an equal opportunities policy and welcomes applications from all sections of the community. People from ethnic minorities are currently under-represented and their applications are particularly welcome.





● The new Mazda 323 – lusty performance, yet phenomenal fuel economy. And plenty of room to move.

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Cool ride in new Mazda diesel teaser

MAZDA's range of 323 hatchbacks has long been regarded as robust, practical and well-equipped, and the latest choice is no exception – with excellent value for money, writes *Glynn Williams*.

Going back longer than I would care to remember, the first 323 models had details like velour upholstery and tinted glass when they were standard only on rivals' upmarket models.

The last batch of 323s were refined, but the new models have vibration levels up to 38 per cent lower as well as new roll-reducing suspension giving a more taut yet still compliant ride.

The smoothness is particularly notable in the new 2-litre direct injection diesel turbo, priced at £14,220 on the road, which was the model tested.

This has a lusty performance, with 0-60mph acceleration in just 12 seconds, excellent mid-range response for incisive overtaking, and potential top speed of 110mph – and yet phenomenal fuel economy.

The official economy figure for driving in combined conditions, urban to motorway, is an average 55.4mpg, making 665 miles possible on one tankful. I clocked up around 750 miles without much soft-pedalling, and would say this was spot on.

Another economy bonus is the low insurance rating of group 7E, thanks to the low cost of repairs and high security, as well as the three-year/60,000-mile warranty with three years' European road-

side assistance.

It is a sophisticated car with plenty of space, not only in the front and back seats, but also in the luggage bay – this was one of the rare cars which would accommodate my wife's fixed chassis electric wheelchair behind the back seats and under the parcel shelf.

And for the less agile the access to the seats is excellent too.

The weather was scorching during the test, and so we appreciated the standard air conditioning's effect at countering the ambient temperature displayed on the dash – a display also warning of ice in chillier seasons.

Anti-lock brakes, electric door mirrors, and remote central locking are other boons in a car which is a real tease to anyone fed up with their petrol bills.

CAR FACTS

MODEL: Mazda 323 2.0 Diesel Di Turbo
PRICE: £14,220 on the road
ENGINE: 2-litre direct injection diesel turbo producing 90bhp
TRANSMISSION: Five-speed manual, front-wheel-drive
PERFORMANCE: 0-62mph – 12.2 secs; top speed – 110mph
ECONOMY: 55.4mpg (combined cycle)
INSURANCE: Group 7E

Motoring



Land Rovers fly to Kosovo

LAND Rover has provided seven field-prepared Discoverys and Defender 110s to the Government's Department of International Development for relief agencies to use in Kosovo.

The vehicles, destined for Pristina, were loaded on to an Ilyushin 76 cargo plane at Kent International Airport in Ramsgate to be taken out to the war-torn area (see left).

They are to be used by the World Health Organisation and the DID to provide vital mobility to relief agencies in their efforts to restore stability and safety and help resettle refugees.

Land Rover's Bill Baker said: "For more than 50 years Land Rover vehicles have been first on the scene following humanitarian and natural disasters.

"The four-wheel-drive capability assures a rapid response under the most difficult conditions, both on and off-road."

'Now pay attention, 007'

BMW has issued the first official picture of the Z8, the new supercar roadster which will feature as 007's personal transport in the forthcoming James Bond film *The World is Not Enough*.

And even before 'Q' has got his hands on one and made his unique modifications, the Z8 is a rather special machine, with performance which should be quite enough even for Cdr Bond.

Beneath the long bonnet of this big brother to the Z3, which had a cameo debut in the last Bond film, lurks the awesome 5-litre V8 power plant used in the BMW M5. Producing 400bhp - about half the output of a Formula 1 car - and 500Nm (369lb/ft) of torque, this engine has been hailed as one of the greatest of all time.

With double Vanos variable valve timing, the torque curve is more of a plateau, with 400Nm available at just 1,200rpm and the maximum muscle at just 3,800rpm. On the road this means instant response almost regardless of which of the six gears is engaged.

Sprinting from standstill to 62mph takes less than five seconds, while the brakes are so powerful they will stop it from this in just 2.5 secs. Maximum speed will be restricted to 155mph.

Keeping the curvaceous car on the road are all-new 18in alloy wheels shod with 245/40 tyres at the front with 275/40 at the rear to transmit the lusty power to the road, assisted by Dynamic Stability Control.

The car will first be shown in



the metal at next month's Frankfurt motor show and go on sale in the spring with left-hand drive only. A small quantity will come to the UK, at a price yet to be announced.

● *Blonde not included* - BMW's new James Bond car, the Z8 goes on sale in the spring of 2000, left-hand drive only.

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NoticeBoard

Appointments

Commodore R. A. G. Clare to be promoted Rear Admiral on Aug. 23 and to be Director of Operational Management, NATO Regional Command North. Sept.

Capt M. W. G. Kerr to be Commodore Britannia Royal Naval College Dartmouth. Sept. 9.

Capt J. F. Rodley to be Commodore HMS Dryad. Oct. 12.

Capt T. R. Harris to be CO HMS Campbelltown. May 22.

Capt R. A. I. McLean to be CO HMS Invincible. June 24, 1999.

Capt N. Morisetti to be CO HMS Cardiff and Capt D5. Dec. 14.

Capt C. J. Parry to be CO HMS Fearless. Dec. 7.

Capt G. M. Zambellas to be CO HMS Chatham. Aug. 31.

Cdr J. R. H. Clink to be CO HMS Kent. Nov. 16.

Lt S. A. Black to be CO HMS Brecon. Oct. 12.

Points

THE FOLLOWING shows the total points of ratings at the top of each advancement roster for petty officer and leading hand in July after issue of B13s.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in 'basic date' order. Dates shown against 'Int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced.

CCMEAML - Int (21.7.98), Nil;
CCMEAL - Int (6.7.98), Nil; **CCMEALSM** - Int (10.9.98), Nil; **CCMEALS** - Int (4.9.98), Nil; **CCWEAADC** - Dry, Nil; **CCWEAWDO** - Int (11.12.98), Nil; **CCWEAADCMS** - Dry, Nil; **CCWEAWDOSM** - Dry, Nil; **CCWEASWSNAVSM** - Dry, Nil; **CCWEASWTECSM** - Dry, Nil; **CCAEM** - Int (1.9.98), 1; **CCAEAR** - Dry, Nil; **CCAEL** - 296 (1.1.96), Nil.

PO(EW)(O) - 211 (12.9.95), 1; **LS(EW)** - Int (13.10.98), Nil; **PO(M)** - 141 (11.6.96), 3; **LS(M)** - 127 (14.5.96), 2; **PO(R)** - 387 (13.9.94), 3; **LS(R)** - Int (15.7.97), 1; **PO(S)** - Int (11.3.97), 3; **LS(S)** - Int (14.1.97), 3; **PO(D)** - 458 (12.7.94), Nil; **LS(D)** - 677 (19.11.92), 2; **PO(MW)(O)** - Int (8.9.98), Nil; **LS(MW)** - Int (18.11.97), Nil; **PO(SR)** - 473 (14.6.94), Nil; **LS(SR)** - Int (10.6.97), Nil.

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(Navy News)



NAVY NEWS looks back through its pages to recall some of the August headlines of past decades . . .

THE TIME OF YOUR LIVES

40 years ago

THE CRUISER HMS Newfoundland had arrived in Portsmouth to go into extended reserve after completing an 18-month foreign service commission in the Far East, during which she had steamed 50,000 miles.

In an issue combining the July and August editions - due to a national print dispute - we reported that the aircraft carrier HMS Victorious was visiting the USA where she showed off her new Type 984 '3-D' system which provided simultaneous information on the height, range and bearing of aircraft contacts.

● **HMS Newfoundland** - arrived in Portsmouth to go into reserve in 1959.

30 years ago

WESSEX helicopters from the carrier HMS Albion helped police to find and destroy marijuana plantations in Mauritius. One load picked up by a helicopter would have been enough to finance a complete squadron of the aircraft.

A Swordfish aircraft saluted HMS Victorious in a fly-past as she left Portsmouth for Faslane, to be broken up.

20 years ago

A NEW diesel-electric submarine design by Vickers - the Type 2400 - was to be featured at the RN Equipment Exhibition in Portsmouth. The 2400 was intended as a replacement for the Oberon-class boats.

Three Royal Navy ships on the Group 8 world deployment had visited Fremantle to mark the 150th anniversary of Western Australia. They were HM ships Norfolk, Falmouth and Dido.

PO(SEA) - 614 (14.1.93), 2; **POCY** - Dry, Nil; **POCO** - 530 (8.2.94), 9; **LRO** - Int (8.6.99), 1; **POPT** - 569 (8.6.93), 1; **RPO** - 740 (3.11.92), 2; **POMEM(L)(GS)** - Int (31.3.99), 3; **LMEM(L)(GS)** - Int (22.6.98), 3; **POMEM(M)(GS)** - Int (7.12.96), 8; **LMEM(M)(GS)** - 123 (3.6.96), 7; **POWEM(O)** - 139 (2.7.96), 3; **LWEM(O)** - 237 (3.8.95), 3; **POWEM(R)(GS)** - 225 (20.9.95), 5; **LWEM(R)(GS)** - 398 (9.9.94), 5; **POCA(GS)** - 547 (23.10.93), Nil; **LCH(GS)** - 464 (9.8.93), 4; **POSTD(GS)** - 837 (7.4.92), 2; **LSTD(GS)** - 421 (17.2.94), 2; **POSA(GS)** - 310 (1.8.95), 2; **LSA(GS)** - 91 (30.9.96), 2; **POWTR(GS)** - 565 (29.11.93), 2; **LWTR(GS)** - 499 (16.3.94), 4; **POMA** - Int (8.7.97), 6; **LMA** - Int (11.3.97), 6; **PO(S)(SM)(O)** - 512 (11.10.93), 1; **LS(S)(SM)** - 526 (11.10.93), 2.

PO(TS)(SM) - 563 (31.8.93), Nil; **LS(TS)(SM)** - 500 (15.12.93), Nil; **PO(SR)(SM)** - 308 (14.2.95), Nil; **LRO(SM)** - Int (9.6.98), 1; **POMEM(L)(SM)** - Int (6.11.98), 1; **LMEM(L)(SM)** - Int (5.8.98), 2; **POMEM(M)(SM)** - Dry, 3; **LMEM(M)(SM)** - Dry, Nil; **POWEM(R)(SM)** - 679 (3.11.92), Nil;

LWEM(R)(SM) - 963 (12.7.90), Nil; **POSA(SM)** - Int (14.7.97), Nil; **LSA(SM)** - Int (15.3.98), 1; **POWTR(SM)** - Int (10.2.99), Nil; **LWTR(SM)** - Dry, Nil; **POCA(SM)** - Int (3.12.97), Nil; **LCH(SM)** - 708 (13.8.92), Nil; **POSTD(SM)** - 690 (31.3.92), Nil; **LSTD(SM)** - 387 (20.10.94), Nil; **POA(AH)** - 608 (27.4.93), 1; **LA(AH)** - 396 (15.2.94), 1; **POA(METOC)** - Dry, Nil; **LA(METOC)** - Int (2.6.98), 2; **POA(PHOT)** - 1055 (2.10.90), Nil; **POA(SE)** - 832 (7.11.91), Nil; **LA(SE)** - Int (14.11.97), 1; **POACMN** - 497 (27.1.94), 1; **POAC** - Dry, Nil.

POAEM(M) - Int (18.3.99), 3; **LAEM(M)** - 424 (24.3.94), 5; **POAEM(R)** - Dry, Nil; **LAEM(R)** - 503 (25.11.93), 5; **POAEM(L)** - Dry, Nil; **LAEM(L)** - 399 (28.3.94), 3.

POW(R) - Dry, Nil; **POW(RS)** - 688 (13.10.92), Nil; **LWRO** - Dry, Nil; **POWPT** - Dry, Nil; **RPOW** - Dry, Nil; **POWCA** - Dry, Nil; **LWCH** - Dry, Nil; **POWSTD** - Dry, Nil; **LWSTD** - 251 (19.10.95), Nil; **POWSA** - Dry, Nil; **LWSA** - Dry, Nil; **POWTR** - Dry, Nil; **LWTR** - 467 (24.3.94), Nil; **POWTR(G)** - Dry, Nil; **POW(METOC)** - Dry, Nil; **LW(METOC)** - Dry, Nil; **POWPHOT** - Dry, Nil; **POAEM(M)** - Dry, Nil; **LWAEM(M)** - Dry, Nil; **POAEM(R)** - Dry, Nil.

LWAE(M) - Dry, Nil; **POWAE(M)** - Dry, Nil; **LWAE(L)** - Dry, Nil; **POWAE(L)** - Dry, Nil; **LWETS** - 631 (22.9.92), Nil; **LWTEL** - 705 (16.8.91), Nil; **POWVA** - 642 (10.3.93), Nil; **LWVA** - 380 (7.9.94), Nil; **POWDHYG** - Int (17.11.97), Nil; **POWDSA** - Int (30.1.97), Nil; **LWDSA** - Int (29.5.97), 1; **POEN(G)** - Dry, Nil; **LEN(G)** - Dry, Nil; **PONN** - Int (11.11.97), 6; **POMA(Q)** - Dry, Nil; **LMA(Q)** - Dry, Nil.

PO(AWW) - Int (8.9.98), Nil; **LOM(AWW)** - Int (17.11.98), Nil; **PO(AWT)** - Int (16.11.98), Nil; **LOM(AWT)** - Int (17.11.98), 5; **PO(UW)** - Int (16.3.99), Nil; **LOM(UW)** - Int (4.8.98), 2; **PO(EW)** - Int (9.6.98), Nil; **LOM(EW)** - Int (17.11.98), 5; **PO(MW)** - Int (8.9.98), Nil; **LOM(MW)** - Int (9.6.98), Nil; **PO(C)** - Int (17.8.98), Nil; **LOM(C)** - Int (8.9.98), 7; **PO(SM)** - Int (18.2.98), Nil; **LOM(SM)** - Int (29.7.97), Nil; **PO(TSM)** - 77 (14.11.96), Nil; **LOM(TSM)** - Int (19.3.97), 1; **PO(CSM)** - Int (11.2.97), Nil; **LOM(CSM)** - Int

(7.1.99), Nil; **PO(WSM)** - Int (6.5.97), 3; **LOM(WSM)** - 579 (11.1.93), 1.

Basic dates for ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWTEL - 913 (28.4.93), Nil.

The number of B13s issued in the female categories are those advanced from the female shore roster.

Promotions to

AUTHORITY was issued by Commodore Naval Drafting in July for the following to be advanced to Acting Charge Chief Artificer/Technician:

To **CCAEM(M)** - G.D. Standen (RNAS Yeovilton).

Authority was issued by Commodore Naval Drafting in July for the following to be promoted to Chief Petty Officer:

OPERATIONS (SEAMAN)
To **CPO(EW)(O)** - B. Mackin (Raleigh).
To **CPO(M)** - C.R. Westall (Cambridge).
P.R. Whittaker (Scotia), A.G. Smith (FOST-CRWT/FLTSP), G. Waters (Sheffield).

To **CPO(R)** - M.R. Powell (Southampton).
A. Hughes (Dairiada), S.R. Knowles (Raleigh), S.K.A. Crompton (Dryad).
To **CPO(S)** - A. Pinch (Boxer), R.G. Flint (Gloucester).

OPERATIONS (COMMS)
To **CPORS** - R.A. Reed (DCSA Comms. Lon).

REGULATING
To **MAA** - K.J. Cosgrove (Nottingham).

MARINE ENGINEERING
To **CPOMEM(L)** - C. Johnson (MOD DCIS FS).
To **CPOMEM(M)** - P.A. Smith (Sultan), I.K. Hughes (Excellent).

WEAPON ENGINEERING
To **CPOWEM(R)** - D. Tilford (SSA

Officer promotions

THE FOLLOWING provisional selections for promotion have been made.

TO DECEMBER 31, 1999

WARFARE

To **Capt** - M. C. Nixon OBE, C. F. Mervik, M. U. Sloan, M. Anderson, P. B. Mathias MBE, P. A. Jones, J. H. J. Gower OBE, K. Winstanley MBE.

To **Commander** - J. P. Millward MBE, R. J. F. Buckland, J. J. Owens QCVS, D. N. Matthews MBE, D. P. Chalmers, R. M. Tuppen, A. S. Johnson, G. L. Doyle, P. A. G. Shaw, A. I. Harris, N. J. Race, C. I. Reid, S. O. Hopper, H. S. Brown MBE, S. J. McMichael-Phillips, A. G. Sullivan, S. P. Porter, A. J. Healy, M. J. D. Walliker, D. N. Bone, B. J. Key, I. A. McGhie.

ENGINEERING

To **Captain** - J. B. M. Rees, D. J. Jarvis, S. J. Ellins, J. Hart, S. R. Lister, S. F. Baldwin.

To **Commander** - A. D. Morley, L. D. Tindall-Jones, M. A. Treanor, M. R. J. Maltby, C. C. Crossley, A. H. Mason, J. N. M. Plant, M. J. Greene, S. J. Woodcock, S. J. Thompson, K. W. Morrison, T. C. Hodgson, A. J. Morris, P. R. Stubbings, M. S. Harrison, M. P. Wareham, J. C. Johnson MBE, S. A. French, P. A. Hammond, S. J. Tate.

SUPPLY

To **Captain** - R. W. Fraser MVO.
To **Commander** - P. Issac, J. R. Tulley, S. J. Murdoch, R. S. Gray, C. R. S. Gardner, M. G. W. Rance.

ROYAL MARINES

To **Brigadier** - N. E. Pounds.
To **Colonel** - D. A. Capewell, J. P. C. Heal, M. J. D. Noble.

To **Lieutenant Colonel** - M. L. Smith MBE, S. J. Hall, R. D. Watts, N. P. Lindley, R. A. W. Spencer, D. M. J. Clark.

MEDICAL

To **Surgeon Captain** - N. S. Bevan, L. J. Jarvis.
To **Surgeon Commander** - C. D. T. Low, P. C. Young, R. A. Ross, R. P. St J. Gent.

DENTAL

To **Surgeon Commander (D)** - D. J. Hall.

QARNNS

To **Captain** - J. C. Brown ARRC.
To **Commander** - E. M. Weall ARRC.

MEDICAL SERVICES

To **Captain** - F. Reed.
To **Commander** - M. A. White MBE, BEM.

TO JUNE 30, 2000

WARFARE

To **Capt** - S. J. Scorer, R. J. Mansergh, P. H. Robinson, S. P. Cleary, A. G. Moll, S. B. Charlier, N. R. Lambert, D. L. Potts, D. A. Halliday.

To **Commander** - S. A. Daniels, S. J. Snowball, A. C. Stewart, J. R. Sephton, D. S. J. Tilley, G. A. Newton, R. A. Cunningham, C. J. Martin, K. J. Broadley, R. H. McNeille, S. J. Hayes, S. C. Entwistle, T. M. Stockings, P. A. Chivers, I. P. Carter, S. J. Pearson, D. N. Healy, M. C. Allibon, G. Thompson, N. W. Hine, R. P. Talbot.

ENGINEERING

To **Captain** - R. J. Leeming, N. L. Williams, R. M. Wilkinson, A. L. McFarlane, S. J. Lloyd, G. L. Peach.

To **Commander** - M. J. Moreland, D. McKenzie, G. E. Blake, A. P. Basson, P. G. Baker, S. R. Atkinson QCVS, D. Argent-Hall, G. C. Short, N. J. Morris, C. A. Harvey, D. J. Vanderpump, S. A. Gilbert, M. Walker, N. J. Walker, M. C. Williams, M. D. J. Dyer, G. T. Little, I. M. Reason.

SUPPLY

To **Captain** - P. A. Quinn, G. E. MacDonald.

To **Commander** - J. E. Graham, N. M. Tothill, H. J. Fergusson, C. A. Wunderle, A. S. Spence, M. A. W. Bath.

ROYAL MARINES

To **Brigadier** - J. G. Rose MBE.
To **Colonel** - F. Haddow, A. Salmon.
To **Lieutenant Colonel** - D. E. Summerfield, T. J. C. Webster, M. W. S. Cawthorne, G. M. Salzano.

MEDICAL

To **Surgeon Captain** - N. V. Morgan.
To **Surgeon Commander** - M. R. Groom, S. E. P. Bree, J. B. McKeating, A. K. Dashed.

DENTAL

To **Surgeon Captain (D)** - R. C. Sanderson.
To **Surgeon Commander (D)** - D. J. McJarrow.

ROYAL NAVAL RESERVE

To **Captain** - A. C. G. Adams, J. A. Ellis, N. J. E. Reynolds.

To **Surgeon Commander** - W. M. Luke, W. D. F. Smith, J. A. M. Turner.
To **Commander** - T. W. H. Kent, S. L. Tweed, M. E. Wyatt.

To **Commander QARNNS(R)** - D. E. Kenney.

Swop drafts

CH Long, HMS Drake ext 65906, drafted HMS illustrious, Aug. Will swop for any Plymouth ship deploying or not.

LOM(EW) Richardson, HMS Campbelltown, BFPO 248, will swop for any Portsmouth ship deploying or not.

POAEM(L) Whitford, 01326 552260 or RNAS Culdrose ext 2260, drafted HMS illustrious AED, Jan. 4. Will consider any Culdrose front-line draft.

OM(C) Jubb, HMS Inverness (Faslane ext 6968 or mobile 0385 557568). Will swop for Portsmouth ship, but will accept Plymouth ship.

LWEM(O) Fuller, 3Q Mess, HMS London, BFPO 328, drafted HMS Liverpool, Nov. Will consider any Devonport ship not deploying or any shore establishment.

WWT(R) A. J. Barron, HMS Gannet ext 4334, will swop for any Portsmouth/Plymouth shore draft.

Lt Cdr (S) C. H. Hobson, Ships: Nelson, Raleigh, Neptune, Bellerophon.

Capt H. E. Howard DSC, Ships: Valiant, Hartland Point, Dinosaur, Vengeance, Hornet, Centaur, Saker, Mercury II, Ganges, Raleigh.

Lt Cdr (E) J. F. Martin, Service: Ocean, Hornbill, Condor, Daedalus, Heron, 815 NAS.

Col J. Richards CBE, RM.

ROYAL NAVAL ASSOCIATION

Robert Black, Blandford. May 17.

Lillian Liddle, associate member Blandford. Widow of Jack, RM who fought in France in WW1. April 20, aged 102.

A. L. Fallon, Cheshunt. Ex-AB. Ships: Collingwood, Victory, Queen Elizabeth, Vernon, Zodiac.

F. Hardy, Cheshunt. Ex-submarine.

Michael John Adger, Beccles. April 22.

Stanley Greenwood, Life member and former chairman Bradford. Ex-PO, served 1940-46. Ships included HMS Fly, Member of HMS Ganges Association, Algerines Association, and LST & Landing Craft Association. Aged 81.

Desmond Leonard Grimwood, former chairman Bradford. Ex-AB, served 1941-46. Ships included HMS Aurora. Member of HMS Ganges Association. Aged 74.

Ken Jackson, Scarborough. Ex-Seaman. Served in destroyers in Middle East and Far East. April 23, aged 72.

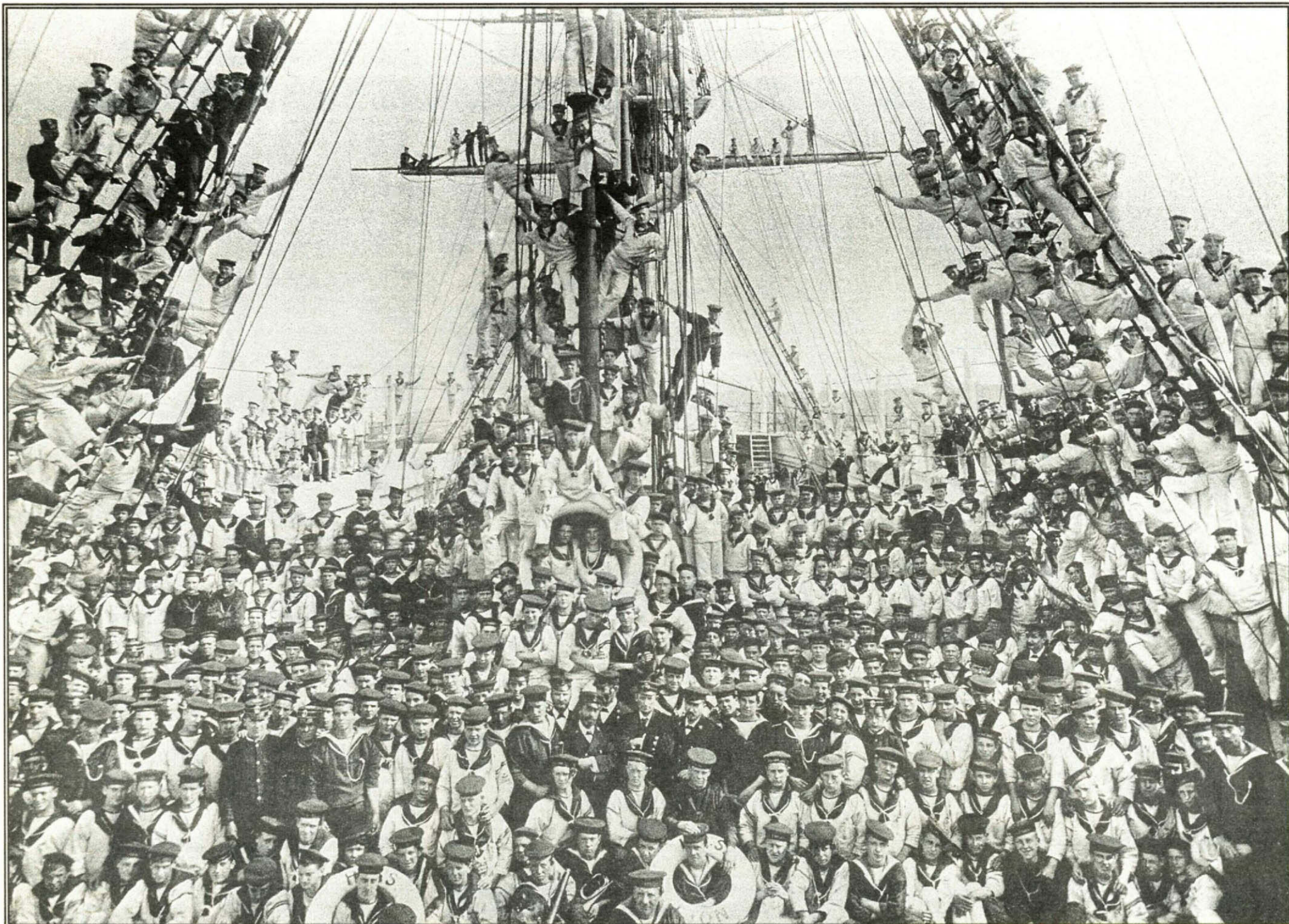
Roy Crompton, chairman Birchington-on-Sea. Ex-Yeo. Aged 70.

J. Cruise, Bletchley & District. Ex-RM. June 1, aged 79.

C. Howard, Bletchley & District. Ex-RN. June 20, aged 75.

Tom Stanley, Derby. Ex-LS, served 1941-55. Ships: Suffolk, Liverpool, Cleopatra. Aged 73.

F. C. (Fred)



POLE STAR TURN

POLISH Chief of Naval Staff Admiral Richard Lukasik (left) and Rear Admiral Z. Badenski (foreground) view a state of the art mine countermeasures demonstration in Portsmouth Harbour, hosted by the C-in-C Fleet Admiral Nigel Essenhigh and the Commanding Officer HMS Inverness, Lt Cdr Alex Burton.

Picture: LA(PHOT) Craig Leask



Window pictures last entry of 1939

A MEMORIAL window is being planned to commemorate the 1,000-plus RN and RAF teenagers who in January 1939 formed one of the last entries of aircraft apprentices before the outbreak of World War II.

The window, dedicated to the 39th Entry at RAF Halton, will be erected at the base's St George's Church.

Out of the total Entry only about 200 are known to be still alive. An appeal to fund the window is being made by Graeme Bushell, Freiston Lodge,

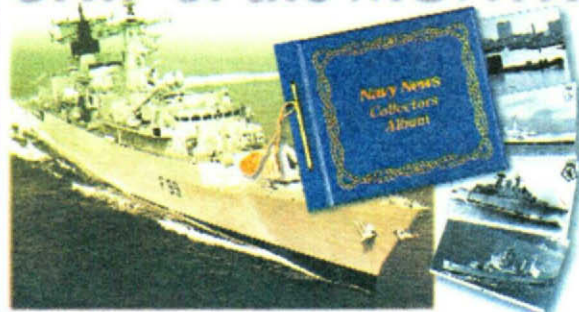
Hargrave, Bury St Edmunds, IP29 5HY.

In April a window in the church was dedicated to the Naval air artificers trained at Halton, but Mr Bushell believes those who missed contributing to that window may like to donate to the 39th Entry memorial.

LION CUBS

ONE HUNDRED years ago this month, on August 5, 1899, this remarkable photograph of Naval cadets undergoing training in HMS Lion at Devonport, appeared in the *Navy and Army Illustrated* magazine. The Lion was a Second Rate built at Pembroke Dock in 1847. She was undocked at Devonport as a screw ship in 1859 and was a training ship there from 1871 until the early years of this century. She was sold at Portsmouth in 1905.

SHIP of the MONTH



For only £10.50 (£12.50 surface mail outside the UK) you can buy a twelve month subscription to *Navy News* 'Ship of the Month'. This will deliver to your door a black and white postcard-sized photograph every month. The featured Ship for August is HMS Sheffield, a Type 22 Frigate.

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At Your Service



Over to You

Nanga Gaat Memorial: Having come across a photograph of this memorial to the servicemen who perished there, Doug Matthews was wondering if it was still in place and still being cared for. Any information to Doug at 18, Bilberry Close, Stourport-on-Severn, Worcs DY13 8TL.

HMS Illustrious Association: Stan Deighton seeks a copy of *Cruiser at War* by Gregory Haines. Please write to 21, Hardwick Road, Tilehurst, Reading RG30 4LH, or telephone 0118 942 9297.

Sydney Bird, Workshop, Notts: Dean Bird's grandfather served between 1938 and 1952, as Stoker 2nd Class to PO Stoker Mech. He spent time in Cumberland, Rother, Rocket, Mayina, Woolwich, Eggstord, Marmion, Superb, Swifts, Zest, Welfare, Neptune, Cambrian, Orwell and ashore at HMS Pembroke. If you can help fill in any of the gaps in his grandfather's past, please contact Dean on 01777 711542.

HMS Ivanhoe: L. J. Robinson is researching Ivanhoe's war service, in particular, Chief Stoker Henry Joseph Prendergast, who was mentioned in dispatches. If you can help, contact Mr Robinson at 2, Argent Terrace, Silverweed Rd, Chatham ME5 0UE, tel 01634 687601.

William Shaw, served in HMS Northern Princess, which was sunk off Canada/Newfoundland on March 7, 1942. His

daughter, Maureen, is seeking any information about her father and the ship. Contact Mike Cooper on 01274 632986.

Royal Tournament 1954 and 1955: Has anyone film footage of these tournaments? A lady participant is willing to pay to have copies made. Tel 01705 752348.

HMS Vernon - HMS Ark Royal 1940: William McConnell from Belfast was a 20-year-old mechanic who was knocked overboard while flagging in a plane. His body was never recovered (Ark Royal 1940). Any information from anyone serving at the time will be much appreciated by his niece, Write to R. Reilly, RNA, Great Victoria Street, Belfast, Northern Ireland.

Sinking of German M26: Information is requested concerning the sinking of a German minesweeper, M26, by the RAF on May 14, 1942, also the sinking of German ship, Komet, by MTB 236, possibly commanded by S/Lt R. Q. Drayson. This action also involved destroyers from Dartmouth, one of which may have had a Lt Col J.C.A. Ingram on board. Please contact Les Harrison, 2, Norset Road, Fareham, Hants PO15 6SN.

C1 gold tiepin: Arthur Brady is trying to find anything on the history of a 9ct gold tiepin in the shape of an early submarine. The bow bears the mark C1, which is of a class commissioned at Chatham in 1907-9. The C1 and C3 were assigned to take part in a raid on Zeebrugge in WWI. C1 developed engine trouble and did not complete her mission. Contact Arthur Brady, 85, Poyning Avenue, Southend-on-Sea, Essex SS2 4RX, tel 01702 462560.

Royal Navy in Focus 1920-29: Does anyone have a copy of the book *Royal Navy in Focus 1920-29*, or know of where C. Brown might get a copy to purchase. Contact C. Brown, 1, St James Drive, Burton, Camforth, Lancs LA6 1HY.

HMS Defiance Shore Base: Villagers from Wilcove, Cornwall, are trying to write a history of the village and would like to include details of HMS Defiance, moored off Wilcove in the River Tamar. Can anyone help? Contact Mrs P. A. Knott, Beach Cottage, Wilcove, Torpoint, Cornwall PL11 2PQ, telephone 01752 812955.

Hong Kong 1945-46: Derick Potts wishes to know the whereabouts of sisters Miss So and Miss Choi. He still has the photo they gave him when they left. He has tried to con-

tact Jenny Sideparty without success. Contact Derick at 'Treetops', 24, Franche Rd, Kidderminster, Worcs DY11 5AQ.

HMS Newfoundland 1956-58: Mrs Isobel Spencer would like to hear from shipmates of the late PO George Spencer, particularly those in Naval Stores, or from any veterans (or their families) who have suffered from asbestosis or mesothelioma. Please write to 160, Starbold Crescent, Knowle, Solihull, West Midlands B93 9LB.

HMS Effingham: B. Wells has a framed picture of HMS Effingham presented by the officers, July 1925. He would like to hear from anyone who may be interested in this picture. Contact B. Wells, 18, Wissett Close, Halesworth, Suffolk IP19 8PT, telephone 01986 875690.

Photos of MMS 177: Can you spare any? If so, please contact G. Hughes, 24, Glovers Lane, Middleton, Cheney, Banbury, Oxon OX17 2NU.

Calling all ex-Armed Forces personnel (1949-99): Did you serve in Malaya, Korea, Egypt, Cyprus, Aden, Iraq, Suez, Malta, Borneo, Far and Middle East on to Falklands, Gulf, Eastern Europe to date? Association of CUFS UK 2000 Hampshire will hold several functions, linked socially with the military in Hampshire/Sussex. Enquiries on 01705 643132 or 646980, or write to 20, Otterbourne Crescent, Havant, Hampshire PO9 4RN, or 13, Furzedown Crescent, West Leigh, Hants PO9 5SD.

HMS Menestheus and later TSMV Menestheus: Keith Langridge is researching for a postgraduate dissertation, and would like to hear from anyone who served on HMS Menestheus as a minelayer or amenity ship. Are there members of the forces around the world who went on board to use the facilities? If you know anyone connected with the ship, please reply to Keith Langridge, 40, Geneva Gardens, Chadwell Heath, Romford, Essex RM6 6SP. All correspondence will be appreciated and acknowledged.

ASDIC badge: Mr C. Miller was an Asdic operator throughout the war, mainly in the F-class destroyer HMS Forester. He would like to obtain an Asdic badge to frame and hang on the wall with his other memorabilia, but can only find sonar badges, which are no good to him. If anyone can point Mr Miller in the right direction, they should contact him at 11, Begonia Road, Bassett, Southampton SO16 3GY, tel 01703 679851.

Reunions

HMS Cavalier 1970/72: Did you serve during this last commission, and would you like to get together after 30 years? If you are interested in attending, send your suggestions as to time and place to David Thompson, 18, Grace Road, Worle, Weston-super-Mare, Somerset BS22 7DT, tel 01934 520216.

HMS Spartan, Falklands 1982: Anyone interested in possible future reunion of the Spartan Falklands crew contact John Donovan (ex LWTR), at 81, Ashleigh Close, Tamerton Foliot, Plymouth, Devon PL5 4PZ.

August

HO 188 Squad Royal Marines, Plymouth Div May, 1942: Reunion at Stretton Hotel, August 23-27. Ten booked so far - looking for R. Griffiths, T. Howard, D. Lyne, A. Ward, J. Helliwell, D. Howarth, J. Richardson, H. Pinnington, W. Tiley, H. Clarke, R. Anderson, W. McShane. Contact Dennis Chapman, 8, Rochester Road, Plymouth, PL4 6HU, tel 01752 223267.

September

Minerfare Reunion: A reunion for all serving and ex-serving officers and senior rates will take place at the Royal Sailors Home Club, Portsmouth, on September 3. Contact 01705 284790 for details and tickets.

HMS Kenya Association AGM and Dinner/Social will be held on September 3-4. Details from W. J. Boardman, 35, Holmeigh Road, Childwall, Liverpool L25 2SA, telephone 0151 487 0093.

HMS Stalker/809 FAA Squadron 1942-45: Reunion will be held on September 4. All ranks and trades, from ships' crews to pilots - are you interested? Contact D. Holmes on 01675 463327.

HMS Wildfire II, Queenborough: A parade and ceremony will be held on Sept 5 to reflect the role of Queenborough as a WW2 RN minesweeper base. Contact Lyn Guitt (01795 417420) or Margaret Billing (01795 417478) for further details.

8th Destroyer Association reunion at Scarborough will be held from September 10-12. A cordial welcome will be afforded to all shipmates from C-class destroyers from whatever ship or station. Details from Cliff Longfoot on 0151 226 3675.

HMS Amethyst reunion at the Nautical Club, Birmingham, on September 11. Crews from Black Swan, Concord, Consort, London and anyone interested are welcome. Details from Don Redman, 6a, Quantock Road, Bridgwater, Somerset TA6 7EQ, telephone 01278 451765.

HMS Beauty Firth 1945-46 reunion is planned for the Excelsior Hotel, Hove, Sussex, on September 18, 1200 for 1300. Details from Harold Cook on 01227 700622.

HMS Tartar 1939-45 reunion of Communication branch on September 19 at the Northwick Arms Hotel, Evesham at 12 noon. Details from F. Fisher on 0115 981 1676.

HMS Fisgard Association third reunion dinner/dance at the Royal Sailors Home Club, Portsmouth, on September 24. Details from Des Goodwin, 36, Southbrook Road, Langstone, Havant, Hants PO9 1RN, telephone 01705 472384.

HMS Diomedea reunion on September 25 at the Holiday Inn, Leicester. More details from James M. Fairlie on 01455 286480.

October

QARNNS Centenary Ball at the New Continental Hotel, Plymouth, on October 1. Tickets £25 per head, three courses and entertainment. Details from LNN Lloyd-West on 01752 792987 or LNN Fraser-Smith on 01752 792175.

HMS Alert 61-63 commission reunion at Leamington Spa on October 2. Details from Geoff Drummond, Coxn, telephone 01202 482548.

HMS Sirius 1966 - 1993: First reunion of those lucky enough to serve on the 'Star of the Fleet' will be held in Plymouth on October 2. Numbers are limited, so contact PO(S) Pam Ayres on MOD Raleigh extension 41333 or 01752 774020 as soon as possible.

Majestic Caledonia 1937/39 Boys Association reunion and social at Weston Hotel, Esplanade, Scarborough October 8-9. Details from Jim Duckworth on 01928 718109.

HMS Antrim Association sixth reunion at the Trecarn Hotel, Torquay, from October 8-10. For details of the event and inquiries about membership, contact Terry Bullingham on 0121 429 2428 or Dave Osborne on 01329 667571.

17th Destroyer Flotilla Association reunion for shipmates of the World War II O-Class destroyers on October 13 at the Royal Sailors Home Club, Queen Street, Portsmouth. New members are welcome. Details from John Fellows, 26, Sculthorpe Road, Blakedown, Kidderminster, Worcs DY10 3JL, telephone 01562 700873.

HMS Vanguard 1945 - 60 reunion will be held on October 16 at Portsmouth. Details from Mrs C. Harris, 19, Telford Close, Burntwood, Staffs WS7 9LQ, telephone 01543 685099.

14th Carrier Air Group, 804 and 812 Squadrons in HM ships Ocean and Glory 1948-52: There will be a reunion at the RNA Club, Leamington Spa, on October 16. Contact Ken Lambert, 17,

Walgrave, Orton Malborne, Peterborough PE2 5NR, telephone 01733 234655.

Effingham Division Aircraft Artificer Apprentice Entry January 1944: A reunion is planned at the Home Club, Portsmouth, on October 18-20. Contact Joe Goring, 130, Gladys Avenue, North End, Portsmouth PO2 9BL, telephone 01705 345606.

HMS Locust 1940-45: A reunion is scheduled for October 24 at the Lord Moon of the Mall, Whitehall, London. Details from Bob Bullen, 12, Highcliffe, 32, Albemarle Road, Beckenham, Kent BR3 5HJ, or from Les 'Tubby' Edwards on 01992 764678.

HMS Endurance Association reunion takes place on HMS Endurance at Portsmouth Naval Base on October 28. For details on joining the association contact Bill Baxter at 17, Sherwood Drive, Exmouth, Devon EX8 4PX, telephone 01395 274414 or email william@baxter51.freemove.co.uk

HMS Wizard, HMS Cadiz Joint Association: A reunion is planned at the Nautical Club, Birmingham, on October 29-30. All commissions, ranks and rates are welcome. Details from Tom Fox, Maroheto, Church Lane, Meriden, Coventry CV7 7HX, telephone 01676 523296.

HMS Diamond: Were you a Diamond, especially a 1967/69 Gem? Ray (Legs) Shipley now runs the association. The next reunion is on October 30. Anyone wishing to join should contact Ray at 14, Bourne Court, High Street, Rochester, Kent ME1 1LT, or telephone 01634 830984.

February 2000

HMS Penelope Association: For information of the reunion which is planned for Blackpool in February 2000, and for details of membership, please contact Mike Bee at 1, Oddfellows Street, Mirfield, WF14 9AB, or e-mail Mike at mikebee@mirfield34.freemove.co.uk

April 2000

HMS Venerable Association millennium reunion will be held on April 7-10 at the Somerset Hotel, Llandudno. All enquiries to Bas Redfern, 'Hazeldene', 64, Coppice Road, Talke, Stoke on Trent ST7 1UA, telephone 01782 784876.

May 2000

6 Squad Junior Marines 1960-61 reunion on May 6 at the Home Club, Queen Street, Portsmouth will mark 40 years since the group joined the Corps. Contact Geoff Haywood on 01202 888194 for details.

October 2000

Slim School Malaya: Seeking former pupils and teachers who attended this school on the Cameron Highlands, especially Paul Sharpeless (joined HMS Ganges late 1950s). A reunion is planned October 2000. Contact Gloria Gomm, Beech Cottage, Southend, Wotton-under-Edge, Glos GL12 7PD, or e-mail Gloriagomm@aol.com

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Calling Old Shipmates

HMS Leopard 1963-68 Stokers Mess: Looking for former messmates for possible informal reunion. George, Manny, Swede, Jan, Eli, Scouse to name but a few. Contact Ron Pidd at 20, Bramble Crescent, Worthing, West Sussex BN13 3JF, telephone 01903 266029, or Peter Scott, 25, Fuller Close, Kingsdown, Swindon, Wiltshire, tel 01793 825902.

HMS Tenby Association would like to welcome ex-ship's company of the World War II minesweeper (J34) and post-war frigate (F65), or any ex-RN who would like to join. For further information phone Roy Tapping on 01202 255192, or email: jefrey.mays@virgin.net

HMS Middleton 1943-45: Leonard Ingram is trying to trace his shipmates: Ben Lewis, George Mason, Sammy Hinton, and especially Ron Hall with whom he met his future wife in South Africa. If anyone remembers Leonard or knows the whereabouts of the above, please write to him at 3, Mason Street, New Lynn, Auckland 7, New Zealand, tel 010 64 9 8274580.

David Myers: Tug Wilson is hoping to trace David, who lived in the Jesmond Dene area of Newcastle in 1944-45. He had a brother called Jack in the Airborne Forces. If anyone knows of him or his whereabouts, contact Tug Wilson, 45, Lathe Rd, Rotherham, South Yorkshire S60 4LJ, or tel 01709 530696.

Richard 'Bamba' Bax is getting married in the autumn and the organisers would like to contact any ex-shipmates of his. Call Paul Richardson on 01705 873794, evenings or weekends.

HMS Jupiter, 2L PO's Mess 77-79: Bagsy, Dutchy and Mac would like to hear from their old messmates, with a view to holding a reunion in the near future. Phone 01724 294190 or write to V. Mackay at The College House, Kingsway,

Scunthorpe DN17 1AH, or e-mail: andym@eidosnet.co.uk

Joan Clayton (nee Barrow): W. John Clinch seeks Joan Barrow (now Mrs Clayton), last address Lancaster (ex-Sparrowhawk, Fieldfare, Lossiemouth). He would love to meet Joan again or hear from someone who knows her. He will be staying with Jean Hulyer, 62, Headlands, Fenstanton, Huntingdon, Cambs. PE18 9LW, tel 01480 493631

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■ Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.

■ There may be a delay before items appear, due to the volume of requests.

AIRCRAFT OF THE ROYAL NAVY No 34



● The Bristol Scout - an aircraft carrier 'first' in 1915.

Bristol Scout

FIRST FLOWN in February 1914, the Bristol Scout was ahead of its time, looking and handling like aircraft that appeared later in World War I.

The Royal Flying Corps adopted the type in November 1914, the RNAS ordering 24 Scout Cs the following month - and then a further 50.

Some of the Navy's aircraft served on the Western Front in 1915, but the Bristol Scout's main claim to fame was that it became the first landplane with a wheeled undercarriage to launch from an aircraft carrier, achieving this feat from the seaplane carrier HMS Vindex on November 3, 1915 and piloted by S/Lt H. F. Towler.

The aircraft's major drawback was its lack of effective armament, many of the type using exploding, steel-tipped darts on anti-Zeppelin patrols from carriers at sea and from shore bases.

At the end of 1915 the Bristol Scout D appeared, featuring shorter-span ailerons, increased dihedral and wingtip skids further outboard. More important, however, was the introduction of a Lewis machine-gun on some of the Ds. It was fitted on the top wing, firing outside the propeller arc. The Navy ordered 80 of the D variants.

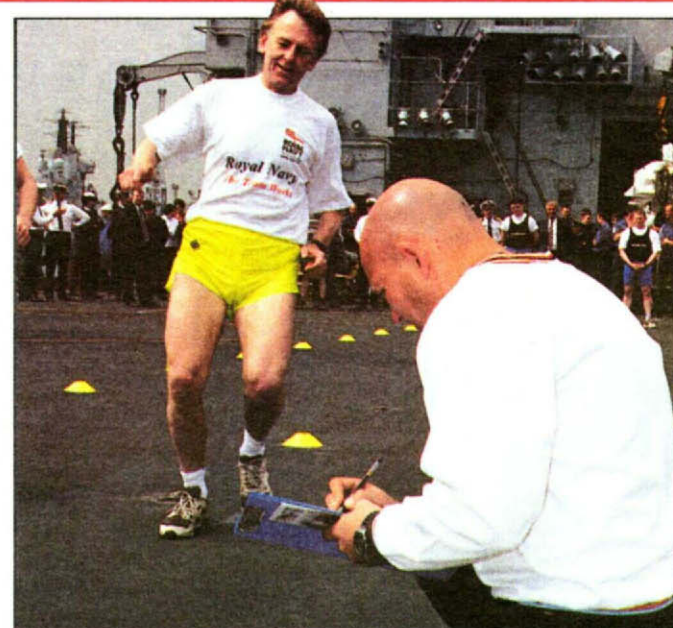
Naval Scouts were also used in the Dardanelles campaign, flying from Imbros and Mudros with No. 2 Wing, and with A Flight from Thasos.

The Bristol Scout C was powered by an 80hp Gnome engine, though 60 of the Ds delivered to the RNAS had the 100hp Gnome Monosoupape. With a loaded weight of 1,190lb, the Scout reached 93mph at sea level, climbed to 6,000ft in 9.5 minutes, had a service ceiling of 15,000ft and an endurance of 2.5 hours.

THREE MONTHS ON: AN UPDATE ON THE RN COMPULSORY FITNESS TEST

Would-be sports writer *Richard Jones*, a student at Oaklands Sixth Form College, Waterlooville, Hants, went to HMS Temeraire, the Royal Navy School of Physical Training, to talk to one of the prime movers behind the RNFT, Lt Graham Cook

Fighting fit means fit to fight



● Armed Forces Minister Doug Henderson, a keen long-distance runner, easily passed the RN compulsory Fitness Test when he visited HMS Fearless before flying out to the Balkans.

Was there a concern over the fitness of the Royal Navy which prompted the introduction of the RNFT?

Not so much a concern of the fitness of the RN – we were just being encouraged to come in line with the Army and the RAF. Life in the Navy is no longer just the Navy but the three Services working together, particularly operationally.

With the Army and the RAF having compulsory tests, it would be incomprehensible in operational terms that we should have no method of monitoring the minimum level of fitness of our own people.

Previously there were inconsistencies with other NATO navies. Spain and Italy also did not have a fitness policy. So in 1994 the House of Commons Defence Committee indicated that the RN should adopt some measures to take on a more formal method of testing. For the past three years I have been working on that and it has come about this year.

There were other anomalies. Officers when they join the RN having to do their fitness testing at the Naval College and thereafter there was no requirement to do any sort of fitness test, whereas ratings would do their fitness at HMS Raleigh and go away – and then need to pass a fitness test before leadership training and then advancement. So that was an area that needed to be sorted out – we had to have an equal policy.

I know the official numbers don't come out until next month, but have there been any surprises thrown up by the first batch of tests?

I don't think that we have any particular problems at the moment. The levels we have set are very achievable and I think for people recording multiple failures there may be something else wrong with them – they may have a weight problem that should have been addressed before taking the test.

There have been a few failures – but failures were expected. We did not think for one second that we would put standards down that all people would sail through. In some cases the failures will be a good

thing because it is a good reason to put these people into a fitness programme.

In some instances the RAF have said that people's whole lives have changed because they have failed the FT – they have become more aware of their fitness and health and address it in a more serious way.

If a sailor does fail the test, what advice would be given to him – or her?

We have put a lot of work into the remedial package. Initially, on a sailor failing the test he would be given a very thorough interview with the PTI to

With bad failures there is no point in "beasting" them – you want to give them a supportive, sympathetic programme of rehabilitation to get them in the mould. In days gone by the PTIs were notorious for beasting people – you know, 'Run! Jump!' and everything at the double.

The psychology of it was not good – that person would never want to go near a gym again, certainly not anywhere near anyone wearing a PTI vest!

So the approach we've taken is that those who don't achieve the set standards are not drop-outs, they are still people we can work with, and as long as their attitude is right there is no need for concern. If you give them a reasonable programme that fits in

for other reasons, not just fitness.

There is a lot of pressure now both inside and outside the Armed Forces for gender equality. Why is the women's stamina test set at a lower level than that of the men's?

That is probably one of the biggest questions we get asked as we travel around the country. When we were building the policy there was a lot of rumbling in the press about discrimination. The stamina element of the test is to judge the general level of fitness – it has nothing to do with task or role.

Hence the physiological differences between male and female and the decrease of work rate and performance with age have all been taken into account.

When we come to develop the task-related test, this will be based on generic tasks such as fire fighting, damage control, evacuation – things that all of us, regardless of age, the captain right down to the most junior guy in the ship should be able to do. Whether male or female, 50 years old or 17, he or she should be able to do a task based on strength.

Going on from that, the Army has introduced a task-related test for different roles which I believe is still being developed.

What do you see as being the long term benefits of the RNFT?

An increase in our combat effectiveness. Physical fitness is an integral part of a fighting force. I recently attended a military fitness symposium and almost every person who stood up agreed with this.

To think that you would have a fighting force without discipline is the same as trying to fight without any sort of fitness background. The long-term effect of having a more alert, stress-free, healthy, fit Navy will be to eventually increase productivity.

We've already got the best Navy in the world in general terms – but personnel are our most important asset. The people who work the ships and equipment are the most important thing – if they're not up to scratch in their health and fitness, are not alert nor able to deal with stress, then they might as well give up now.

'The people who work the ships and equipment are the most important thing – if they're not up to scratch in their health and fitness then they might as well give up now'

analyse his lifestyle. Obviously, so much can be taken from his appearance and how much physical activity he is involved in. His attitude, does he smoke, how much does he drink? How does he get to work – does he walk, cycle, run, get the bus or go in his car? Does he use the stairs in a building if there's a lift instead?

We've employed a software company called FITEC that the RAF has successfully used for the past five years. They have a package in which all the points I have mentioned can be edited into a programme and this will chuck out an indicator of how fit they are and how close they are to problems in the future.

Basically, it tests them on their health, not just on fitness. And then, depending how badly they fail will determine the type of package we give them. But there is no clear-cut line – we, the PT staff, decide.

We also try to find out from the person what form of exercise they prefer – do they like running or do they prefer working out on a rowing machine.

with their lifestyle, that's fine.

It is important that if a guy is overweight, he should be put on a suitable dietary plan first and build him into it – not to grill him straight away.

In this age of cars and most things being run by computer technology, would you say that the lifestyles of young recruits could be a problem?

That was discussed very early on. Reports from HMS Raleigh, the initial training establishment, and from Dartmouth show there is a concern over the sedentary lifestyle children live today and the lack of physical activity in schools.

That's not why the test was introduced, though. When you join the Navy you should expect some form of physical activity and we ask for a minimum level of fitness before moving on to the next level of training. But some recruits just don't cut the mustard

DESIGN
2000

Navy News Millennium Competition Winners

Remember the Navy News Millennium Calendar Competition?

A big "Thank You" to the many, many readers who sent in their designs. It has been a very difficult task choosing the winners as all of the entries were superb.

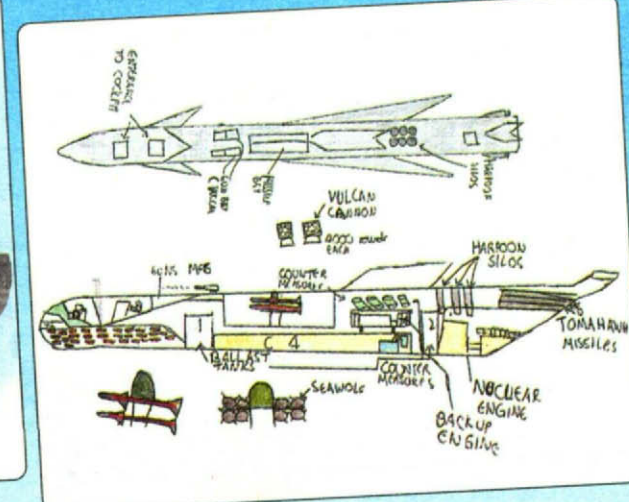
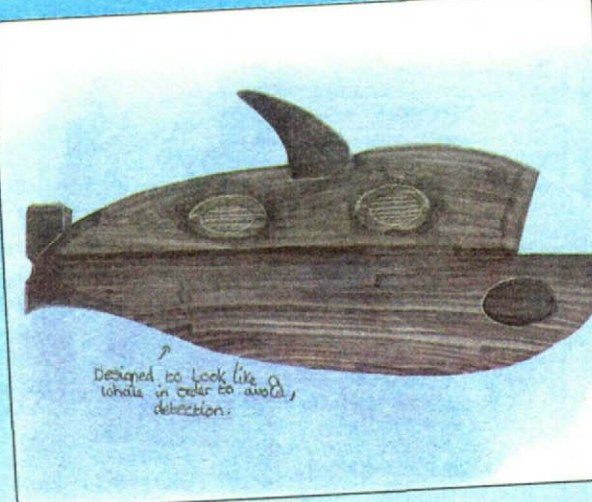
We were impressed by the skill, and attention to detail, shown by the older age group, and amazed and delighted at the imagination of the very young readers... Well done to you all!!

The twelve winning designs of a Futuristic Navy will appear alongside the present day Fleet, in the prestigious Navy News Millennium Calendar.

Supplies anticipated from September 1999 Price £6.

We are expecting a huge demand and orders will be taken from August.

The Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH.



Winners of the Navy News Millennium Calendar Competition

Overall Winner, 12-18 age group... James Beedle of Hampshire. Overall Winner, 6-12 age group... Michael Roberts of Powys. ... Jenny Leggot of Surrey. Bryan Bowdell of Lancs. Chris Braid of Fife. Jade Fraser of Cleveland. Cheryl Marr of Peterhead. James Duncan of Peterhead. Tom Wilson of Hants. Nicholas Gyte of Suffolk. Matthew Vanns of Kent and Richard Bowdell of Lancs.

These are the last of the winning designs... look out for them in the Navy News 2000 Calendar. It's not to be missed!



Tactical move pays dividends

IN ONE of the most fiercely-fought contests for years, the RN pipped their rivals in the EDS Defence-sponsored inter-Services yachting regatta.

Set over four days, and hosted by the Navy, the final positions were only decided in the closing stages of the last offshore race, from Portsmouth to Cherbourg.

After 90 miles of racing and a night at sea, the boats were seconds apart as they crossed the line. And that finish saw the three Navy teams victorious, gaining full points in divisions one and two.

Close finishes were the order of the day during the whole regatta, with a new format of shorter races in the Solent in the first two days producing exciting racing.

In the final event, the early stages were characterised by a light and fading sea breeze off the Isle of Wight, with progress slow, but then a brisk north-easterly sped the yachts towards France.

With the RN sailing a slower boat in division one, tactician Mike Broughton's eastward track paid off, with the breeze and tide sweeping them to victory.

Meanwhile, Rick Hanslip stayed just ahead of the RAF, who attempted a risky downwind finish to steal the win and ended up being edged into third in division two by another RN boat.

The RN team is now fixing its sights on the Fastnet race.

Navy at the gallop

Dark Blues compete for equine honours

ROYAL Navy horse riders have been in action at two high profile events.

There were mixed fortunes for the Navy polo team, while the RN and RM equestrian championships were the most popular to date.

The polo team started well,



● PO Louise Isaacs riding Jackboot.

retaining the Duke of York Cup in the fixture against the RAF by 9 goals to three and a half.

Captained by OM Grant Fraser, who has recently joined the Navy from Zambia, the Dark Blues fell behind in the first two chukkas, but they had regrouped by half-time.

The final two chukkas saw the RAF defence collapse, with the Navy notching up five goals in quick succession.

The trophy was presented by lifelong RN polo supporter Vice Admiral Sir Stephen Berthon.

But fortunes were reversed in the Rundle Cup match against the Army, in which the Prince of Wales resumed his captaincy.

After five consecutive defeats the Army were determined to make amends in front of a crowd of around 3,500, and raced ahead with two quick goals in the first chukka to add to their half-goal handicap advantage.

They pulled further ahead in the second chukka, though the Prince of Wales opened the RN account with two penalty goals, and although OM Fraser crowned a fine game with a well-struck penalty, the Army won by 5 and a half to 3.

Meanwhile the Naval Riding Centre at HMS Dryad hosted the Senior Service's championships, which were the largest to date and attracted competitors from as far afield as RNR Scotia.

The Army A team won the team



● Navy stars - RN captain the Prince of Wales (above right) challenged by Maj Gen Denaro, and in post-match discussion with OM Fraser (below).

element of the senior championships, though because of withdrawals it was a hybrid team containing riders from RM Bickleigh and Dryad.

Lt Julia Bolt's display on her horse Market Edition won the Addy Cup.

The Military Pairs title went to Dryad A (Lt Kate Hawkins and PO Norman Campbell RNR), and Kate went on to take an extremely tight show-jumping class on riding centre mount Inscribe, beating Amanda Jordan on Northerner by 0.02 of a second.

Anyone interested in the sport should contact Lt Cdr Paul de Jonghe on 0171 261 8872.



Second time unlucky



A NAVAL crew has competed at the Henley Royal Regatta for only the second time since 1954 - but lost to strong rivals at the first time of asking.

The RN and RM crew was one of only 32 club teams deemed good enough to compete by Henley stewards, and were just beaten by the Black Sheep elite invitation team.

Anyone interested in trialling for next season should contact Ed Grey on 07808 166525. Picture: jetphotographic.com.

Champion retains title

LT GUY Norris (810NAS) produced a spirited final nine holes to retain his title at the RN strokeplay championships, writes Cdr Gary Skinnis.

This year's event was staged at Liphook where conditions were ideal for golf and the course was in immaculate condition.

CPO Steve King (CFM Portsmouth) had the best possible start when he holed his tee shot at the 202-yard first.

The glorious weather continued into the second day which, with 36 holes to play, usually has a significant bearing on the final outcome.

Going into the final round, after the cut, Whitehead, after a second 72 of the day, and Norris, with 74, tied for the lead, with Gilbert only three shots behind and five shots covering the seven leading players.

The Inter-Command team event, played concurrently over the first three rounds, was a close-fought affair, with hot favourites Naval Air only managing third.

The champions, with an almost unprecedented seven out of the team of eight surviving the cut, were Portsmouth, beating the

Royal Marines by five shots.

In the final round it was evident that Duncan, in his last championship, was bent on success.

With Whitehead having 'one of those days' and both Norris and Gilbert struggling, it was very open, but Gilbert floundered over the final nine and Duncan could not maintain his explosive start, finishing with a commendable 73.

This set an excellent target and Norris managed to shake off the

gremlins and produced his finest golf of the week to play the back nine in two under par and thus retain his title by two shots from Duncan. Taylor took third place.

The Navy played host to Dorset at the China Fleet Club, and a revised Ryder Cup-style format resulted in a 12-8 win for the county.

The visitors took the fourballs 4-1, and the foursomes by 3-2, with the final ten singles matches all square.

RN athletes are catching up

TWO YEARS ago Navy athletics was licking its wounds after a dismal inter-Services day which yielded just two bronzes, writes Lt Graeme Riley.

How things change. The 1999 championships saw the RN take 14 medals, three of them gold.

The women took an early lead with medals in the first four events. WOM Tracy Schneider won the triple jump - and later took 200m bronze and was fourth in the 100m.

S/Lt Kenyon took bronze in the

high jump, WOM Dargan was second in the shot, POWRN Gannon was third in the 5000m, and LPT Kergon took second in the 800m.

Despite a long jump win by OC Kenyon, the other Services' strength in depth began to tell, and although S/Lt Smith (400m) and LPT Fear (1500m) both took third, the Navy trailed in with 85 points - 27 behind the RAF, although two years ago the margin was 83 points.

In the men's events, Musn Tim Watson won comfortably in the 3000m steeplechase, while Cpl



In Brief

Oar inspiring

NAVY women rowers enjoyed a successful day at the Joint Services Regatta at Peterborough, where they won three of the five events they entered.

The squad needs new members - contact Lt Ally Pollard in HMS Norfolk, BFPO 344.

Rugby tour

TICKETS for the rugby clash between Australia and England, plus accommodation, was the top prize in the Tri-Service draw, won by A. Coe, of HMS Nelson.

Lt Col Scott (HQ LAND-CENT/OPS) won second prize and S. Legg (Defence Diving School) third.

The draw, sponsored by British Aerospace, raised over £10,000 for the RN, Army and RAF rugby unions.

US success

NAVY squash players won three out of four matches on their tour to the United States.

The Portsmouth Command team played in Annapolis, Washington DC, Philadelphia and New York on a tour supported by the Sailors' Fund, the Fleet Amenities Fund, Timberland UK and Fitech.

Medal haul

TWO submariners picked up a hatful of medals between them at Service judo events.

LOM Billy MacKinnon Winters (HMS Vanguard), returning to competition after seven years, took silver in the open weight, while shipmate CPO Thacker won the lighter weight category.

The pair then took five medals at the inter-Services.

Services win

A GOOD cricketing wicket at The Parks helped the Combined Services beat Oxford University by 6 wickets.

Declaring the first innings at 271-7, 60 runs behind the students, the Servicemen were given a sporting target and duly cantered to 308-4 to win.

Hot shots

RNAS Prestwick hogged the prizes at the Naval Air Command skill at arms event, including the Seahawk and Coronation trophies.

CPO Gary Burn took the Service Rifle title, POA(SE) Tim Amy was Champion Man at Arms, Tyro champion was LAEM Lee Collin and junior Tyro POAEE Eddie Gray.

For details of shooting in the command, contact CPO Steve Archibald on RNAS Yeovilton ext 5386.

Unlucky XIII

THE Navy lost to a strong Army side in the Scottish Courage public servants rugby league cup.

Just 14-12 down at the break, the Navy were under pressure during the second half, finishing 36-18 down.

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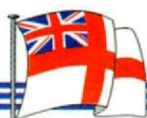
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Runners see off sickness

TWO LATE entrants to the Helly Hansen Three Peaks yacht race overcame bouts of seasickness to prove themselves Kings of the Mountains.

The two, Marines Menzies MacAffer and Nick McErlean, both members of the RM Biathlon team, stepped in just two days before the race when the original runners were forced to drop out.

The RN yacht, Spirit of Daedalus, skippered by WO Ian Jones and crewed by CPOs Mike Leonard and Scott Hislop, hit gale-force winds as soon as the race started at Barmouth, and the two Royals had to run from Caernarfon to Snowdon in driving rain, poor visibility and high winds.

Despite the seasickness, they set the fastest time of 4hr 17min for the 24-mile trip.

The yachts then ploughed round to Ravenglass, with the Navy still second, and the runners again set off on empty stomachs, and again set the fastest time for the 32-mile round trip to Scafell.

On the final leg to Fort William, the leading boat caught a lucky wind shift in the Sound of Jura to reach Fort William more than two hours ahead.

And despite a valiant effort – the Royals took the most direct route on Ben Nevis, straight up a waterfall – they could only claw back 90 minutes to finish second, though clear winners of the Kings of the Mountain trophy.

Football plans laid

THE FOLLOWING football appointments for next season have been approved.

Senior team coach: CPOPT Neil Frame (HMS Drake; 9375 65139). **Intermediate:** Sgt Paul Curry (HMS Heron; 93510 6275). **Youth:** CMEA Steve Stone (HMS Intrepid; PNB 22869).

Contact the relevant coach if you wish to play representative football next season.

The inter-Command competition will be played in the Plymouth area from October 10-13.

Details of Command secretaries:

Portsmouth: WOPT T. Johnson (PNB 24150); **Plymouth:** Lt Lloyd Hewitt (HMS Coventry), RM: Sgt Steve Tolley (RM Poole, 93884 2237); **Scotland:** Lt Ian Chambers (HMS Neptune, 93255 3075); **Fleet:** Lt Cdr Tim Kenaley (HMS Temeraire, PNB 24426); **NAC:** Lt Cdr Bob Duke (HMS Excellent, 93832 7802).

Veteran at the double

VETERAN tennis player Stewart Barnes swept to a double victory in his last RN championship as a serving officer.

Lt Col Barnes (CTCRM) won the men's veterans singles, and partnered Capt Brian Gibbs to make it a clean sweep for the Royals.

With good weather and courts in superb condition, the championships provided four days of competitive tennis.

After many attempts, Cdr Simon Brand (HQ AF NW) won the men's singles and the Earl Beatty challenge cup, beating LPT Steve Losh (HMS Neptune).

The finalists then teamed up to beat Cdr Rob Bosshardt (MOD London) and POPT Dolly Gray (HMS Collingwood) in the doubles.

It was business as usual for Wren Maria Goodwin (HMS Invincible) in the women's competition, as she won the Teignmouth Cup for the fourth year in a row, beating PO Jeannie Bone (Haslar) in the final.

The singles finalists also faced each other across the net in the

Cornwall regain rugby trophy

IN A CURIOUS parallel to the rugby county championship final, HMS Cornwall regained the Midi-Ships rugby title for an unprecedented third time in four years.

Cornwall beat holders HMS Gloucester 17-11, regaining the trophy they were unable to defend last year because the frigate deployed to West Africa.

Gloucester outside half CMEM Bill Beaumont took the holders into an early lead with a well-worked try, but both sides played enterprising rugby.

LS Tommy Cooper equalised, but Beaumont restored Gloucester's lead late in the first half with a penalty.

Cornwall took the initiative on the hour when a ball swept wide came back inside for lock forward AB Taff Stokes to put his

side ahead for the first time in the match.

A frantic last 15 minutes saw Beaumont miss one long-range penalty, then almost immediately edge Gloucester ahead with a successful second, but Cornwall's forward pressure was finally rewarded when outside half PO Mo Morris broke through and scored near the posts.

MEM Jan Chennour added the conversion to seal the win

Close call as RN rob policemen of victory



● Close field – gathered round the bat are (back row) WAEA Niki House, WNA(SE) Jill Richardson, WMEM Angela Taylor, and (front right) Claire Slaney, watching CPOSA Jeff McKeever pass on hints to WSA Leona Cruickshank.

Female cricketers sought

A DOZEN eager participants turned up when women's cricket was introduced to HMS Sultan.

After much effort by Lt Cdr Jim Danks and POPT Q Shillingford, the 12 Wrens came along to the session, also attended by CPOSA Jeff McKeever and Claire Slaney, the Hampshire women's cricket development officer.

A second session has since been held, and regular coaching may be

organised if there is the interest.

There was a brief period after the war when women's cricket was played in the Navy, but the sport died out. This initiative is regarded as a milestone in its recovery.

If anyone would like to try it, contact Lt Cdr Danks on Portsmouth Naval Base 22671. For ships and establishments away from Portsmouth it may be possible to arrange for coaches to visit.

TWO WON, two lost – but the bare facts hide some distinguished RN cricket displays, writes Lt Cdr Jim Danks.

The Navy fielded first against the Civil Service in a game reduced to 40 overs each by rain.

They had the civilians on the rack, but some late scoring – including 37 from the last two overs – saw the CS reach 150 for 7.

A bright Navy opening crumbled as wickets fell steadily, and although Lt Cdr Piers Moore was undefeated on 34, the Navy were all out for 129 to lose by 21 runs.

A remarkable final five overs in the match against the British Police saw the Navy sneak their first win in the fixture since 1988, and that by the narrowest margin.

Piers Moore again shone, making 63 not out to help the RN to 169 for 8, an excellent recovery from the 75 for 7 after 32 overs.

The Police looked to have the game sewn up, needing 20 from five overs with seven wickets in hand, but with only ten runs from four overs they needed ten to win from Lt Dave Pinder's final over.

Two wickets fell but only eight runs were scored, the RN ending one run ahead.

Higher scores featured in the match against the MCC young

cricketers, with the visitors to Burnaby Road making a formidable 286 for 7.

The sailors replied in kind, and with Mne Greg Owen (58) and S/Lt Peter Andrew (87) making a stand of 106 the Navy required 20 from their last three overs.

They failed by just two runs, but made their highest score batting second, narrowly failing to pull off an excellent victory.

The inaugural match between the RN and the Isle of Wight County Cricket Association proved a little easier, with the sailors rattling up 220, led by Mne Sean Needham's 55.

In reply the Islanders collapsed to 163 all out, the Navy winning by 57 runs.

Forthcoming fixtures include: v Devon (Aug 1, Mt Wise, Plymouth), v Devon and Cornwall Police (Aug 2, Mt Wise), v British Universities Alumni (Aug 4, Portsmouth), v Army (Aug 9, Day 1 of inter-Services, Vine Lane, Uxbridge), v RAF (Aug 10 or 11).

■ The RN lost to the RAF (67runs) and Army (5 wickets) in the inter-Services Under-25s competition, despite strong performances by Pinder and Lt Tim Berry. The RAF beat the Army by 53 runs in the decider.

In Brief

Aptly named

ROWERS from the HMS Victorious (Port) 50 x 1km team have cracked the time set by HMS Invincible in last year's fleet-wide competition.

The team was led by CO Cdr David Phillips assisted by SPORTO Lt Iain Bowker.

Top golfer

ALAN Burgess was the overall winner of the annual HMS Collingwood/Doves Ford golf tournament.

Naval and local business interests are represented by 96 players in 24 teams, who played 36 holes at Southwick Park. HMS York was the top team.

Warming up

ENGLAND'S under-21 rugby union players warmed up for an international tournament in Argentina with a comfortable 58-10 victory against the Navy.

The RN were generally on the back foot in coach Owen Jarrett's first game in charge, but provided a useful workout for the national side before they left for South America.

Skeleton crew

THE RN bob skeleton team needs people who fancy careering down an icy chute face-down on a sled at 90mph – contact Lt Cdr Peter Coulson on 01252 394223 before September 2.

The squad is recruiting for events at Innsbruck in January, and anyone will be considered.

Outgunned

THE UNARMED police had the edge over the Armed Forces in the second round of the inter-Services clay shooting matches, with the Army second, RAF third, and the Navy finishing ahead of the Fire Service.

Brum Bogacki scored 80 out of 100 clays, only seven behind the High Gun. For further information on Navy clay shooting, ring PO Ian Morgan (93781 2102).



● Dragon behind – Hunter troop compete in the third annual RM Dragon Boat championships at Exeter. CTCRM again took the event, led by C/Sgt Dave Tennison. For details of the sport, contact Sgt Gary Bullen on 93785 4288 (mil) or 01392 873781 (BT).

Picture: LA(PHOT) Mark Hipkin (CTCRM).

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Young stars on trial

TWO YOUNG RN ratings have been honing their skills with the London Broncos rugby league club.

OMs Tom Gent (HMS Collingwood) and Sean Farrell (HMS Dryad), both RN youth players, have been on eight weeks' trial

with the Broncos' academy team, making the leap from establishment to the fringes of Super League in one season.

The pair have played for Collingwood, Portsmouth Command and the Emerging Navy XIII.

Strength and Majesty

THE QUEEN meets some of the stronger members of her Navy on a visit to Devonport Field Gun Crew and their families.

Her visit, in company with the Duke of Edinburgh, was made to mark the 100th anniversary of the relief of Ladysmith, the origin of the Field Gun Run competition which was being held for the last time at this year's final Royal Tournament.

It was announced by Defence Secretary George Robertson that the annual Field Gun competition would end with the Earls Court tournament.

Picture: LA(PHOT) David Whittaker



Nuclear dock opened

A DOCK that can withstand an earthquake of the size that devastated Kobe in Japan has been opened at Devonport by the First Sea Lord, Admiral Sir Michael Boyce.

The £417 million dock is the first major phase in the redevelopment of Devonport Dockyard's nuclear submarine refit facilities. It has been upgraded to meet the latest standards and will refit nuclear fleet submarines.

Later development, due for completion by 2004, will involve facilities for the refitting of Trident boats.

Carrier men on murder charge

TWO sailors from HMS Invincible have been charged with the murder of a Portsmouth man.

MEMs Kevin Lewis (20) and Andrew Nicholson (19) were remanded in custody accused of killing Neil Rivers on June 19.

Mr Rivers (30) was found with severe head injuries at 1.50am in the city shopping centre.

Widow's pension grant is reversed by High Court

A RATING whose widow was granted a £70-a-week pension by a Pensions Appeal Tribunal has had the decision reversed in the High Court.

The ruling that Mrs Barbara Bishop, wife of the late CPO Samuel Bishop, was not entitled to the tax-free, index-linked pension was made after the Department of Social Services appealed against the tribunal decision.

It was said that Mr Bishop, who died of drink-related illness at the age of 46, had suffered a personality change after his ship, HMS Antelope, was destroyed after an

air attack in the Falklands War.

Tom House, a spokesman for the Royal British Legion, which had represented Mrs Bishop, told *Navy News* that the High Court decision was very disappointing.

It hinged on the fact that there was insufficient evidence outside the family that Mr Bishop had suffered from post-traumatic stress which could have contributed to at least 50 per cent of his problems.

"Throughout his service Mr Bishop had been reluctant to report that he was suffering from post-traumatic stress, although his family saw a marked change in him," said Mr House.

Guthrie to stay

GENERAL Sir Charles Guthrie is to stay on as Chief of the Defence Staff until January 2001.

He would normally be expected to leave after a three-year tenure, which ends next April. However, he has agreed to stay at the request of Defence Secretary George Robertson.

Character and efficiency assessments to be replaced

BIG SHAKE-UP OVER CONDUCT RECORDS

RADICAL changes in conduct administration for ratings and Royal Marines other ranks will abolish character and efficiency assessments.

The measures have been approved by the Navy Board and will take effect on January 1. The last annual character and efficiency assessment will take place on December 31 and will be replaced after that by the effectiveness marking on the new Ratings and Other Ranks Reporting System.

'Very Good Conduct' will also go, to be replaced by a new Career Check concept. And conduct matters will no longer be recorded on an individual's Service Certificate, but on a new Conduct Record (CR).

The changes have been introduced following recommendations by the Ratings Corps Study Group. The new regulations are intended to streamline a complex system, cut administrative work, and comply with the Rehabilitation of Offenders Act 1974.

At present a warrant punishment results in a break in Very Good Conduct and/or a lower character assessment. That affects eligibility for such things as Good Conduct Badges and the Long Service and Good Conduct Medal.

The Career Check will operate in much the same way, with a warrant punishment checking career progress and affecting eligibility for awards – but with one big difference: Everyone now has a VG Conduct date, but in future only those given warrant punishments will have a Career Check date. Most, who never offend,

will never have a CC date.

The changes will also remove the perception that career prospects could be adversely affected because a Divisional Officer could see offences recorded on Service Certificates.

The new CRs, recording military and civil offences, will be held in Unit Personnel Offices not by Divisional Officers. Once the record of an offence appeared on a Service Certificate it remained there – now, when a conviction is time-expired under the Rehabilitation of Offenders Act, the record will be moved from the CR to a separate, closed folder and will not be considered when job or career decisions are made.

The Navy is making it clear, however, that the introduction of the Conduct Record and Career Check does not change the rules on discipline and conduct, but the way they are dealt with.

Further details are published in RN Defence Council Instruction 94/99.

Death crash rating held medal for air bravery

AN AIRCREW rating killed when the sports car he was in crashed during an impromptu lap of Silverstone circuit had been awarded the Air Force Medal for bravery during a hazardous air-sea rescue.

POACMN Ian Chambers (35) was awarded the medal for his part in the rescue in 1992 of three yachtsmen. Their vessel had been dismasted in gale-force winds and the three were plucked to safety from the sea by Ian Chambers who

was repeatedly lowered to them from a search and rescue helicopter.

PO Chambers was one of three passengers in the sports car which took to the racing circuit on July 9, eve of the British Grand Prix. They and the driver were all Royal Navy personnel. Only one – a ground-crew member – was directly involved with the Sea King helicopter of 771 Squadron from RN air station Culdrose which was due to provide rescue cover at the circuit.

All the car occupants, with the exception of PO Chambers, escaped serious injury. A Naval inquiry was held over the incident which was also the subject of police investigations.

1703 wreck exposed

EXPOSURE of a British warship which went aground on the Goodwin Sands almost 300 years ago has allowed archaeologists a rare insight into a Royal Navy time capsule.

The wreck of the 70-gun Stirling Castle, victim of Britain's most destructive storm on record, emerged from shifting sands where she was first discovered 20 years ago. She was sunk in 1703 along with other ships of a squadron commanded by Admiral Basil Beaumont.

Good weather in July allowed a team of divers from the Archaeological Diving Unit based at St Andrew's University to survey the wreck, although there are no plans to raise any part of it.

ROUND CAPS

From front page

which is slightly more solid.

A wider trial was about to start as Navy News went to press.

The new version of the cap will be tried out by sailors in the three Naval Provost units at Portsmouth, Devonport and Faslane, 20 Wrens from HMS Nelson in Portsmouth, a couple of ratings in HMS Victory and a single female in Victory Building. It has a number of advantages over its predecessors apart from the comfortable fit:

■ It contains a crushed velvet band which will act as a sweatband – especially useful during Divisions in hot weather. Officers' caps have contained such a band for some time – now the ratings are set to catch up.

■ The sizes rise in one centimetre increments instead of the old quarter inches.

■ The cap should remain in place in windy weather – there is no gap at the temples for the breeze to catch it or rock it off.

■ There will be no need for the cap to be wrestled into shape, creating unsightly creases and 'bow waves' in the material.

■ With only one type of cap to produce and issue, there may be cost savings.

The results of the trial, carried out on behalf of the Directorate of Naval Service and Conditions, are expected by the end of the year.

WO Doug Lunt of the DCTA said that the current headgear – the Class Two Cap (Man of War) to give it its full title – is more than 50 years old.

Although constituent materials have altered over the years, the basic design has been unchanged, and the new version is very similar. It will look no different when worn.



Campbeltown joins 'Century Armada'

HMS Campbeltown makes her entrance to a French maritime festival with a bang. She marked her arrival at Rouen for the Armada du Siecle (Armada of the Century), a colourful and spectacular ten-day pageant intended as a maritime celebration of the Millennium.

The Type 22 frigate joined an international gathering of other modern warships and

sailing ships, from nearly 30 countries, which had made their way 70 miles up the River Seine.

British sailors were cheered on by local townspeople when on July 14 they took part in a Bastille Day parade.

Four days later Campbeltown returned downriver to Le Havre for another festival on a similar scale before returning to Devonport.

SPLENDID

From front page

Triumph – will soon become the first of the T-class boats to begin sea trials with Tomahawk, and will be ready for operational patrolling this autumn. A further two boats – HM submarines Spartan and Trafalgar – will follow in the summer and autumn of next year respectively.

It is planned that all Britain's attack submarines will be capable of firing the missiles by 2008.

Britain bought 65 of the weapons – known as TLAM (Tomahawk Land Attack Missiles) – from the USA, and Splendid made the first live firing off San Clemente Island in the Pacific in November.

The boat left her Clyde base in March to join the NATO campaign. She has become the first British submarine to fire in anger since the Falklands War in 1982.

■ Splendid and the millionaires' yacht – page 4.





The GANG PLANK Club

Summer holiday special!

CHAT PAD

YOUR LETTERS are flooding through the Gang Plank letter box and they're great! Rebecca and Matthew Rush have some top relatives, their great grandfather served on HMS Argus and their great great uncle served on the battleship HMS Canada. Cor! Do you have any pictures?

Rebekah Coleman looked up the Navy on the web site. Technocat loves that site. Thanks to Robert Jones for your story and poem. All the crew loved Paul Kitching's picture of the Bismarck, it was very well drawn.

We all liked Thomas Martin's fleet of ships. He's made them from scrap wood and plastic. Did you make them all by yourself Thomas? We got a mega letter from Matthew Uuga and we like the sound of your clever cats. Let's have your photos. You never know, the cats may become famous in Navy News. Jade Fraser sent us a photo of her Grandad and his friend, hello Allan and Terry!

THE SUN is fair set in the sky and yonder wind is gently blowing in me rigging. Me crew are stretched out in their hammocks on the decks and Technocat is asleep in the shade. Yo ho me hearties, summer is here and we're at sea for a lovely cruise.

Me crew tell me that ye Gang Plank members are also out and about, away from ye school desks. This 'ere ship has been really busy for the last few weeks with everyone on board working hard to bring you these special Gang Plank summer pages. Susie got busy reading, she and Jack also did some cooking.

Jack loves those puzzles and Technocat was fair worked to the paws on that computer of his. We 'ope you have fair winds and plenty of fun this here summer. Don't forget, if you have lots of time, me crew and I love to get your letters!



Try these top days out!

WIN

a Weekend or Midweek
Break to one of our three
fabulous Butlins Family
Entertainment Resorts –
Bognor Regis, Minehead
or Skegness.

Valid for up to four people (up to two adults and two children under 15) in a gallery self catering apartment.

NEW Butlins
Family Entertainment Resorts



For your chance to win, simply find and circle 4 words in the Butlins' Word Search which appear in this advert.

Send your entry along with your name and address to:
**The Gang Plank Club,
Navy News, HMS Nelson,
Portsmouth, Hants PO1 3HH.
Closing Date: 30th
September 1999.**

Excludes school breaks commencing 22nd and 25th October 1999. Millennium new year breaks also excluded. Breaks must be completed by 10th April 2000. No cash alternative. The judges decision is final. Employees and relatives of the Navy News are ineligible to enter this competition. Normal competition rules apply.

TECHNOCAT has been busy surfing the net for some top places and events for you to visit this summer. Here's just some of the things he found.

If you log on to the web site www.daysout.co.uk you can choose the area of the country you want to visit and up comes a list of great places to go, with telephone numbers and details of what is going on.

Technocat looked up West Yorkshire and found out there was a museum of childhood called Eureka.

The web site www.scout-baseuk.org.uk has lots of ideas for days out and an offer to report back on them when you have been.

If you like travelling by coach then National Express has a web site with a map you can click on to decide where you want to go. You can find it at www.nationalexpress.co.uk

Perhaps the best site Techno visited was the British Tourist Authority. It has lots of info on places to go and events leading up to the millennium. They can be found at www.bta.org.uk

On their site Techno found out that Manchester is having a science and sport exhibition from October.

It's at the city's Museum of Science and Industry and will ask visitors to take part in all sorts of experiments including a football penalty shoot-out and interactive tennis shoot-out.

The site gives details of a special commentary for children on board a sight-seeing bus in London called the Original London Sight-seeing Tour, and you also get a free activity book and a London 'passport' which you can have stamped.



There are lots more events on this web site so just decide what day you want to go and search away. Technocat hopes that you have a great day out. Don't forget to write to let him know how you get on.

Remember, before you go on the net, always get permission from the person who pays the telephone bill!

Free sun screen!

WRITE in with your name, address and membership number and you could be one of the lucky members to receive a free tube of sun screen!

Happy August Birthdays!



These Gang Plank Club members all have birthdays in August: Gregory Jackson, Kim Hillyard, David Eldridge, Michael Wilkes, Nigel Smith, Craig Lewis, Bertie Brown, Thomas Rowe, Aaron Martin, Jessica Wheeler, Chloe Greenfield, Thomas Jenkins, Emma Reid, Jennifer Hall, Paul Sutcliffe, Lee Samuels, Robert Simmons, Bradley Mason, Sam Butt, Maria Peters, Christopher Marsh, James Yard, Thomas Andrews, Jodie Savory, Katie Wingrove, Emma Lampert, Sian Nevatte, Stephen Mann, Marcus Payne, Nathan Beesley, Thomas Davis, Phillip Whitehurst, Adam Read, Lee Dawes, Aaron Plank, Joshua Lawrence, Karl Meyer, Ian Saunders, David Holtum, Jake Nightingale, Claire Aspin, Catherine Hartland, Alexander Wells, Adam Dempsey, Mitchell Birch, Kieran Osborne, James Eadsden, Lewis Moore, Sophie Ferrier, Sarah Diamond, Ashley Penn, Jonathon Stead, Julie Bebbington, James Crickmore, Michael Christiaansen, Lewis Rutherford, Michael Combe, Lyndsey Combe, Maddy Robertson, Sarah Simpson, Oliver Simpson, Daniel Rose, Louis Weinzwieg, Jake Smith, Sean Wolfendale, Rebecca Wear, William Robinson, Ian Virian, Matthew Theobald, Michael Trow, Samantha Wilson, John Hughes, Mathew Frost, Harry Stileman, Louise Beavan, Mathew Bolton, Georgina Kemp, Lacey Hannah, Donna Haryanto, James Whittingham, Krystina Preston, Blaine Fleet, Thomas Duell, Phillip Murphy, Fiona Costley, Gareth Ruck, Glen Mason, Bryce Wilson, Ben Broadmore, Rebecca Rush, Christopher Clayton, Sam Blount, Richard Wardle, James Peters, Jon Styles, Thomas Jones, Nichole Walters, Sophie Williams, James Roberts, Lawrence Luff, Joshua Forth, Luke Alsopp, Joseph Roberts, Steven Lambert, Johnathan Russell, Gary Peckham, Luke Webb, Christie Bridgeman, William Adams, Sean Harkett, Cameron Sinclair, Avril Ward, Shaun Hearn, Connie Squibb, Sophie Beverley and Lauren Bridgeman.



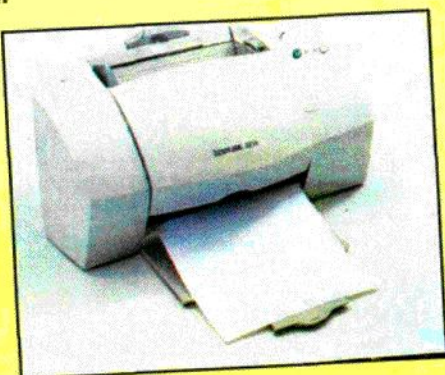
CAPTAIN PLANK'S

Find the treasure and win a printer

WHEN CAPTAIN PLANK was having a spring clean of his treasure chest he found his old treasure map of Nelson's Island. When the weather was rough and Susie and Jack were feeling a bit green, Captain Plank used to take their minds off their tummies by playing 'hunt the treasure'.

We asked Captain Plank if he would set the members of the Gang Plank Club some clues to find the treasure. With a yo ho ho, here'e the clues that he came up with for you...

- ☐ Your ship lands on the North side of the island at the mouth of the longest river.
- ☐ You walk past an anchor and over a bridge.
- ☐ You go round two trees.
- ☐ From the trees you pick up a bucket and spade and walk back over the bridge.
- ☐ You walk past a pirate's flag and around a pond until you reach the bottom of a volcano.



To give yourself the chance of winning the prize just write to Captain Plank and tell him which square you think that the treasure is in. To describe the square all you have to do is read the letter from the top and the number from the side.

Captain Plank will then put all of the right answers into his treasure chest and the first one which he hooks out after the closing day for the competition will be the winner!

The closing date for the competition is September 30. Send your entries, with your name and address, to The Gang Plank Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.

❑ From the volcano you walk to the horseshoe which you pick up for luck.

❑ Then onwards to the village of four huts and follow the footprints back to the umbrella.

□ From there, you walk to the three huts behind the river.

☐ Then, tired and hungry, at last you find the treasure under two trees, near a pond.

If you do find the square that the treasure is in you could win an incredible prize – a Lexmark colour printer!



Get wet but stay s

IF IT'S a hot, hot day then there's no better place to cool off than in the water. But watch out, you should only ever be tempted to enter the water if you know it's safe.

The Royal Society for the Prevention of Accidents and the Royal National Lifeboat Institution both have top advice for children.

In fact the RNLI are giving away FREE water safety packs for eight-year-olds, called GET SPLASHED.

The guide contains some easy to understand information and some great puzzles, and it tells you all about the water safety code. Here it is:

SPOT THE DANGERS Always look out for warning signs and potential hazards.

PICK UP ADVICE Learn who to go to for advice on water safety.

ALWAYS TOGETHER Never go into the water when you are on your own. Always go with someone else as it is the safest way.

To learn more about water safety you can contact the Youth Promotion Manager at the RNLI, West Quay Road, Poole, Dorset, BH15 1HZ. Tel 01202 663000 e mail www.rnli.org.uk

The address for the Royal Society for the Prevention of Accidents is RoSPA, Edgebaston Park, 353 Bristol Road, Edgebaston, Birmingham B5 7ST. Tel 0121 248 2000. E mail help@rospa.co.uk

If you ever see someone in difficulty in the water first tell someone, preferably an adult, so that they can get proper help. If no-one else is around and there's no time to wait, then follow this advice from RoSPA.

REACH If the person is unconscious, pull them out of the water. Use a life preserver or life jacket if available. If not, use a life preserver made of a life preserver rolled up to stop the person from lying down so you don't

THROW It would be better to find a rope to throw, like a rope, one, throw something at the person, a ball or a plate.

WADE If they are to have to wade in the waist depth of the water in a stick and hold on to s

ROW If a boat is n
row or paddle to the p
to pull them in, that
boat.

REMEMBER Only help if you are a strong swimmer. To reach the person, use a life preserver or clothing to throw to them. Avoid touching them. A person in distress might pull you under.

MATCH THE BEACH TOW

ALL OF the Gang went to the beach for the day. When they returned to the ship they found that they had mixed up all of their towels. Using our clues can you help them get the towels back to the right person?

Captain Plank doesn't like spots on his towel or the colour green.

Jack's towel doesn't have spots and has the colours yellow or red.

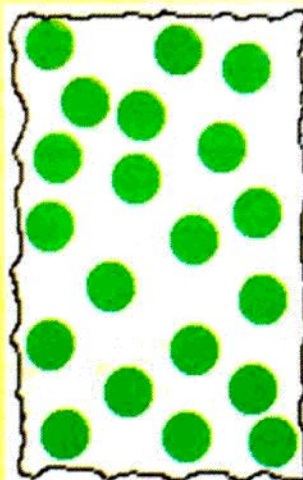
Susie's towel is not red and does not
on it.

Technocat doesn't like spots or the c
luck! The answers are on the next page

O	C	E	A	N	A	R	I	U	M	O
Y	B	Z	N	C	T	S	R	N	E	C
W	C	Q	T	C	O	R	A	L	D	E
H	A	W	A	I	I	D	Y	S	I	A
C	R	O	R	T	X	E	G	E	T	N
O	I	P	C	N	M	C	R	A	E	L
N	B	S	T	A	K	I	R	B	R	A
G	B	E	I	L	R	J	K	A	R	C
E	E	A	C	T	A	H	G	R	A	I
R	A	H	R	A	H	H	R	C	N	P
F	N	O	D	R	S	E	E	L	E	O
C	A	R	P	I	I	P	V	M	A	R
Q	S	S	F	T	T	E	I	B	N	T
R	T	E	A	F	E	E	R	A	O	P
G	A	N	G	E	S	X	E	R	N	U
U	G	V	A	W	Y	A	R	O	M	Z
L	I	O	N	F	I	S	H	R	S	O

Oceanarium wordsearch

**Oceanarium,
Mediterranean,
Caspian, Hawaii,
Antarctic,
Atlantic,
Caribbean,
Barrier, Reef,
Coral, Ganges,
River, Sea,
Tropical, Ocean,
Ice, Shark, Fish,
Crab, Seahorse,
Ray, Conger,
Moray, Eel, Tang,
Lionfish, Carp.**



■ **Can you unscramble these words to find eight things for a day at the beach? DEACRECI, FPLIOSPLF, LETANDSCAS, LOEWT, RAIHCKCED, GLASUNSSSES. Answers**

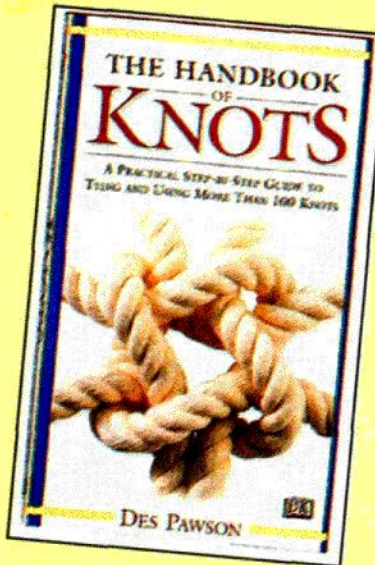
S ACTIVITY DECK

It's top of the knots!

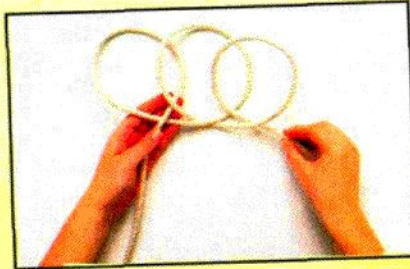
ALL THE GANG on board our ship are good at tying knots. They are very important for making sure that the ship is tied to the shore, for tying long ropes together, securing the sails and to make safe hand-holds for us to go below decks.

They are fun to tie and look really smart, and one man who knows a lot about them is Des Pawson. He's written a book about them called *The Handbook of Knots* and it tells you how to tie more than 100 knots.

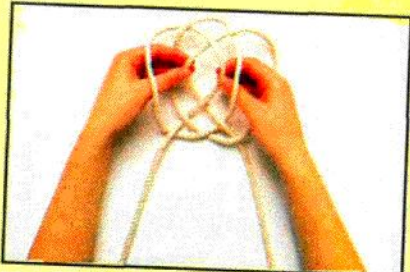
You can have a go at one of them now if you like. It's called a Jury Mast knot. Apparently, cannon balls used to be carried using this knot. To start with you will need a fairly thin piece of rope.



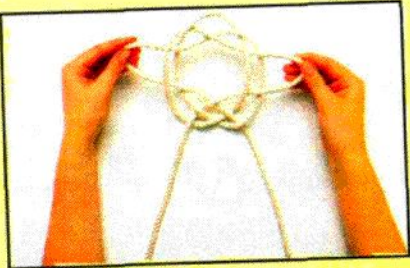
● *THE HANDBOOK OF KNOTS* written by Des Pawson and published by Dorling Kindersley, is available from bookshops at £10.99.



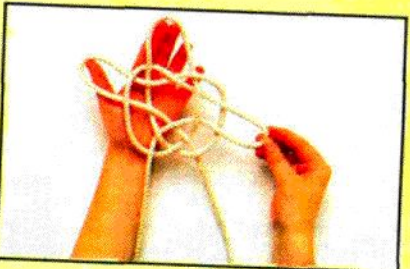
1 Pass the rope behind itself to form three large loose, crossing turns, each one overlapping the other.



2 Insert your right hand through the front of the right crossing turn and under the centre turn. Take hold of the inner strand of the left turn. Insert the left hand under the left crossing turn and over the centre turn. Take hold of the inner strand of the right turn.



3 Pull the inner strands through the outer crossing turns to form two loops at the sides of the knot.



4 Pull on the side loops and pull the top of the centre turn to form an upper loop. Pull all of the loops out until they look about the same distance out.

Well done. You've just tied a Jury Mast knot!

Bar-b-ques are really brilliant

THE GANG PLANK crew are hoping that the sun will still be shining really brightly when you read this as Susie's found that a great way to entertain her friends is to have a bar-b-que.

Captain Plank is a grown-up so he looks after the lighting of the BBQ and the cooking but Susie helps to prepare the food that makes her parties really special. Why not try some of Susie's suggestions?

SCRUMMY SAUSAGES After the grown-ups have cooked the sausages, put them in a baking dish, pour on a spoonful of honey and stir them round. The honey gets warm and sticks to the sausages. They taste yummy then!

PITTA BURGERS Instead of burgers in a bun, serve the burgers in mini pitta breads. Open up the pitta bread and warm it on the BBQ then add your favourite sauce, a slice of cheese, salad and finally the burger.

STICKY BANANAS If you love bananas you will love them cooked on the BBQ. Just peel your banana and put it in some tin foil. Squeeze on some lemon juice and sprinkle it with brown sugar. If you want it really sweet and sticky you can pour on some honey as well. Crumple the foil around the banana and cook it on the BBQ until it is soft. For a special touch, then melt a Mars bar in a saucepan on the BBQ and dip your banana in the sauce. Lovely and sticky!!

Jolly jokes to make you chuckle

Q. What do frogs drink?

A. Croca Cola!

Q. Doctor! Doctor! I feel like a pair of curtains.

A. Well pull yourself together then!

Q. Why did the nurse creep past the sleeping tablets?

A. She didn't want to wake them!

Q. Why did the bald man open the window?

A. He wanted to get some

fresh hair!

Q. Why did the sparrow fly into the library?

A. To find a bookworm!

Q. Which composer do bees like best?

A. Bee-thoven!

Q. What do you call a man with jelly in one ear and custard in the other?

A. A trifle deaf!

Q. What do you get if you cross an owl and a skunk?

A. A stinky owl who doesn't give a hoot!

Two crisps were walking along the road when a lorry driver stopped and offered them a lift.

'No thanks' they said. 'We're Walkers!'

● Many thanks to Laura Wood and Rebecca and Matthew Rush for these jolly jokes. Keep them coming!

afe

on is near the edge
ong stick, scarf or
stretch out. Kneel or
get pulled over.

great if you could
out if you can't find
that will float to the
stic bottle.

o far away you may
ter. Always test the
front of you with a
something on land.
earby and you can
erson, but don't try
might capsize the

go in the water to
ng swimmer. If you
a piece of towel or
the person without
frightened person
too!

VEL

he does not like

have any spots

colour red. Good

Cosmic countdown to the solar eclipse

BY THE TIME you read this you may have already seen the amazing solar eclipse which is happening on August 11.

An eclipse occurs when the Moon passes between the Earth and the Sun, forming a straight line.

It's a strange fact, but the Earth's Moon is precisely the right distance across and the right distance from the Earth for it to appear to be exactly the same size as the Sun when it passes in front of it.

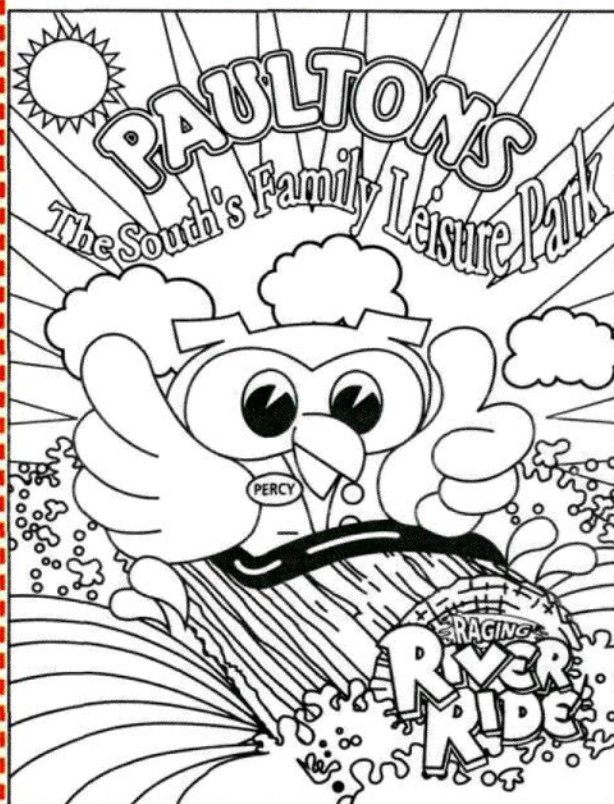
It is relatively common to see the Moon partly block the Sun but it is very rare to see it block it out completely. This is what is going to happen in Cornwall on August 11.

The last time this happened over England was in 1927 when hundreds of thousands of people went to Cornwall to see it, and it will be almost another 100 years before it happens again in 2090!



If you're reading this before the eclipse you must remember, NEVER look directly at the Sun as it will burn your eyes. The easiest way to see the eclipse safely is to buy one of the approved solar viewers which will be on sale everywhere by the beginning of August.

COLOUR - ME - IN!



YOU COULD WIN A FAMILY TICKET TO:-

PAULTON'S
The South's Family Leisure Park

AT OWER, ROMSEY, HAMPSHIRE

Send your completed entry to:

"THE GANG PLANK CLUB" HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

Name:.....Age:.....

Address:.....

.....

.....Postcode:.....

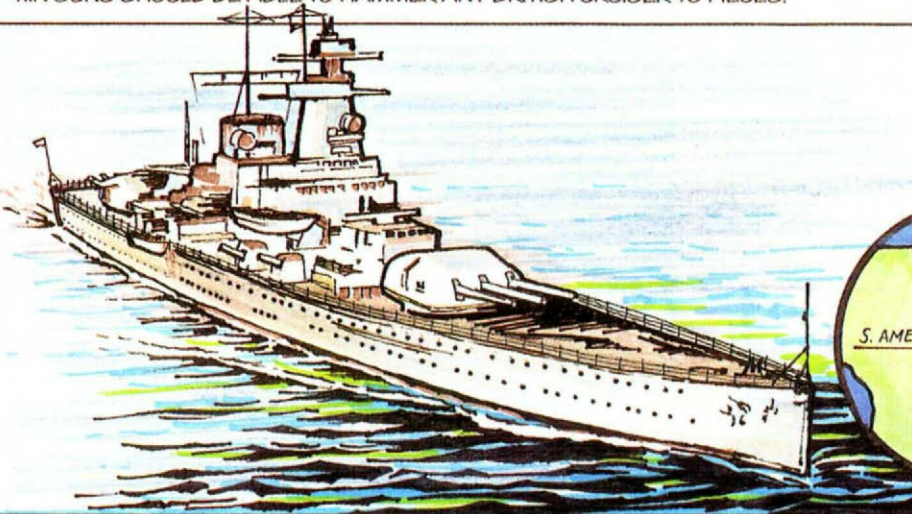
Competition closes - 30th September 1999

The judges decision is final. Employees and relatives of Navy News are ineligible to enter. Sorry we are unable to return your entry.

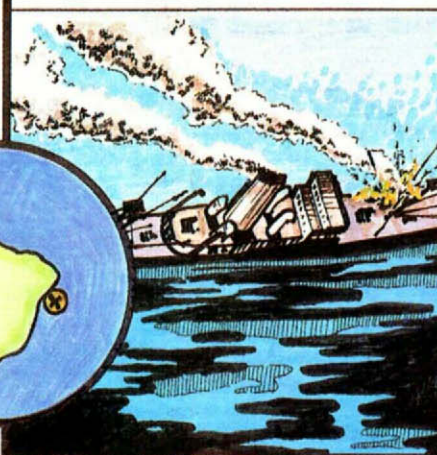
Part one of our new series – the story of one of the most famous sea battles of World War II. And of one the Royal Navy's most chivalrous opponents.

BATTLE OF THE RIVER PLATE

1936. GERMANY'S NEW 'POCKET BATTLESHIP' ADMIRAL GRAF SPEE IS BUILT TO CHASE AND SINK MERCHANT SHIPS. SHE HAS A TOP SPEED OF ONLY 26 KNOTS - BUT HER SIX 11IN GUNS SHOULD BE ABLE TO HAMMER ANY BRITISH CRUISER TO PIECES!



ON SEPTEMBER 30, 1939, JUST A FEW WEEKS AFTER THE START OF WORLD WAR II, GRAF SPEE SINKS THE BRITISH LINER CLEMENT OFF THE COAST OF BRAZIL.



BY EARLY DECEMBER SHE HAS SUNK SEVEN MORE SHIPS IN THE SOUTH ATLANTIC AND INDIAN OCEANS. DESPERATE MEASURES ARE NEEDED AND THE ADMIRALTY SETS UP HUNTING GROUPS.



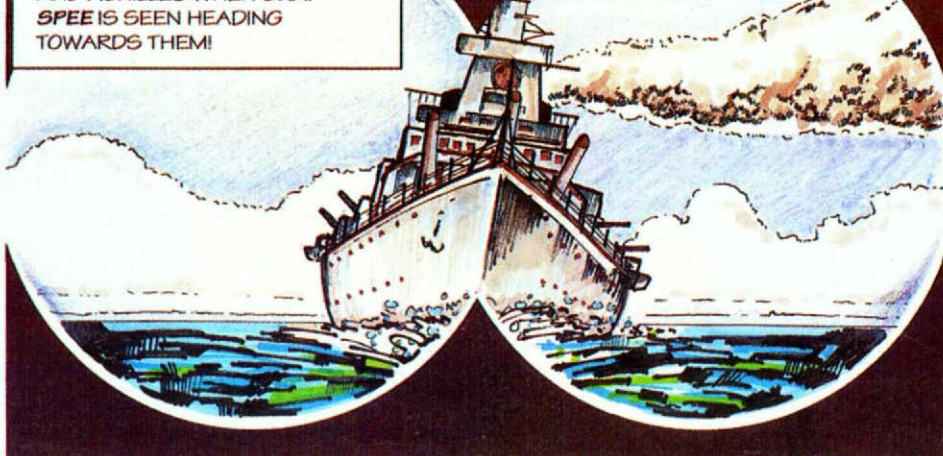
"None of our cruisers can match Graf Spee alone!"

OFF THE EAST COAST OF SOUTH AMERICA ARE THE 8IN GUN CRUISER EXETER AND THE LIGHTER 6IN GUN CRUISERS AJAX AND ACHILLES. COMMODORE HENRY HARWOOD IS CERTAIN GRAF SPEE WILL HEAD FOR THE RIVER PLATE.

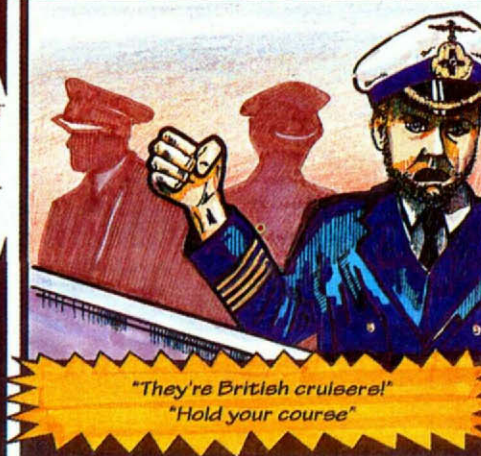


"I reckon she'll be there by December 13"

HARWOOD'S CLEVER GUESSWORK IS EXACTLY RIGHT - EARLY ON DECEMBER 13 HE IS AT SEA IN AJAX WITH EXETER AND ACHILLES WHEN GRAF SPEE IS SEEN HEADING TOWARDS THEM!



GRAF SPEE'S CAPTAIN HANS LANGSDORFF IS UNDER ORDERS NOT TO ENGAGE ENEMY FORCES BUT TO CONCENTRATE ON SINKING MERCHANT SHIPPING. BUT ON HIS WAY HOME TO GERMANY HE HAS TOLD HIS OFFICERS HE WILL DISOBEY IF HE MEETS UP WITH ANY RN SHIPS.



"They're British cruisers!"
"Hold your course"

* To be continued

The museum that says 'Do touch!'

CAPTAIN Plank and the crew love exploring when they are not at sea. As a special treat, when the ship was being checked over in port, Capt Plank took all the crew to London to see the National Maritime Museum.

The crew arrived by train and took the new Docklands Light Railway to Cross Harbour where they had to get off because the railway does not go as far as Greenwich yet. Instead, they all got on a bus which took them to Island Gardens. They got off there and walked a short distance to the Greenwich Tunnel. This is a tunnel under the Thames you can walk through. Although it was a bit cold and a tiny bit spooky the crew thought it was great fun. Susie and Jack went down the winding stairs; Capt Plank took the lift!

The National Maritime Museum was opened in April 1937 by King George VI. It has just received a really big makeover and is now an amazingly light and airy place with loads to see and do.

The old museum has been brought up to date by some very clever designers and builders. They have enclosed the courtyard between two buildings under a huge glass roof (see below). Under the roof are three floors of things to see, each in their own galleries and really well sign-posted so you can check them out.

Capt Plank likes to read lots of facts and find out all about people at sea and about ships. He loved the gal-

eries called *Passengers*, *Cargoes* and *Nelson*.

Jack liked the gallery called *Explorers* and he found the real yacht which had been used by famous sailor Sir Robin Knox Johnston to go round the world on his own, non-stop!

Susie found a lovely gallery called *Global Garden*. This explained how explorers bought back food and plants from foreign lands, and how important those plants were. We would never have tasted chips or coffee if explorers had not brought them back to this country.

Technocat was really excited when he found out that the museum has a ship's cat called Trim. Trim is a cartoon cat and has produced a fun workbook for you to take round the museum. Technocat loved it!

Even after looking at all these galleries there was much more to see AND DO! One of the best bits of the museum was *All Hands*. Susie, Jack and the crew really loved this gallery, instead of just looking at things they could actually do them, like send Morse code messages and load a ship. In the bridge gallery Capt Plank learnt all about how boats are steered and he even tried his hand at steering a Viking ship. Jack took charge of the bridge of a mock Victorian Paddle Steamer and Susie helped him by operating the engine controls.

Unlike some museums you really can get involved here. Jack found out that if he and Susie came back on a Saturday afternoon they could take part in a free Shipmates Workshop. Children have made models of ships, Viking helmets and flags. The All Hands Gallery Interpreters run the sessions. They are really helpful and, as well as helping with the workshops, are also on hand to help children get the best out of the museum.

NATIONAL MARITIME MUSEUM

Opening times: Daily 10am–5pm. Last admission 30 minutes before closing.

Ticket prices: Adult £7.50. Concession £6. Child free.

How to get there: You can get to the museum by road, rail, bus and river. Tel 0181 858 4422 or check the website www.nmm.ac.uk



GREENWICH TUNNEL FACTS

Opened: August 4, 1902
Cost: £217,000
Length: 374 metres
The tunnel is 10.15 metres under water when the tide is low and 16.30 metres under at high tide.
When the tunnel was built over 200,000 white glazed tiles were used to line it. In the summer when it's really hot outside, the tunnel is still cool.

Get snappy!

DON'T get cross this summer – get snappy! Capt Plank wants to see photos of what you did in your summer holidays. So get out your cameras and click away.

It can be where you go on your holidays, you in the garden, out with your friends, sports you play – anything you think will make a good pic.

Just send it in to Capt Plank with a note of what it's about – and your photo could be in *Navy News* for everyone to see.

REMEMBER – if it's a very special photo, make sure you keep a copy for yourself.

And here are the answers:

Match the Beach Towel:
Sue's towel has yellow stripes.
Technocat's has green spots. Captain Plank's is the red one and the blue one is Jack's.
Fun at the Beach:
Spade; Bucket; Ice-cream; Flipflops; Sandcastle; Towel; Deckchairs; Sunglasses

Winner's Corner

Butlins Family Day Out Competition

Winners: Lauren Smith, Thomas Grover, Rebekah Coleman, Jodie Savory and Sophie Lewis

Legoland Family Tickets Competition

Winners: Lewis Whitmill, Robert Myers, Phillip Reynolds, Sophie Jackson and James Garrity
Congratulations to them all

Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name
Address
Postcode
D.O.B Tel No
Do you have any Brothers ☐ Sisters ☐ Ages ☐
Special Interests: Sport ☐ Music ☐ Film/TV ☐
Friends ☐ Reading ☐
Who does this copy of *Navy News* belong to?
Parent ☐ Grandparent ☐ Other ☐

We will also accept payment by:-
Visa, Solo, Delta,
Access, Mastercard or Switch



JOIN THE GANG PLANK CLUB AND YOU WILL RECEIVE A GOODIE BAG SIMILAR TO THE ONE SHOWN.

Send your completed form, together with a postal order/cheque for £3.25 to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH. If you would like any further information before applying, call 01705 733558 or 01705 826040 (24-hour answerphone)

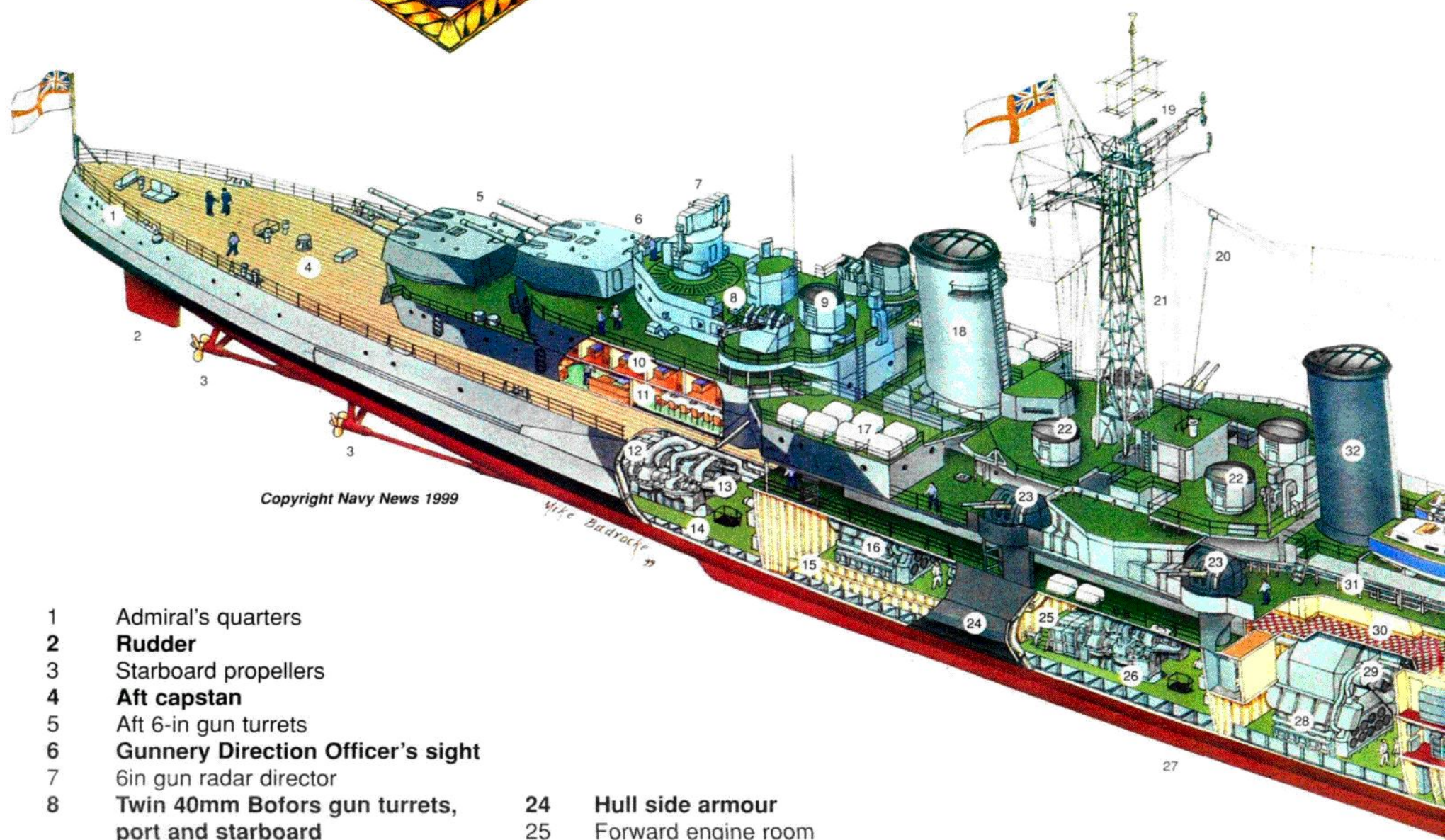
This is a spacer page to allow the following cutaways to appear correctly, just click on to the next page



INSIDE HMS BELFAST



London's historical
World War c



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- 1 Admiral's quarters
- 2 **Rudder**
- 3 Starboard propellers
- 4 **Aft capstan**
- 5 Aft 6-in gun turrets
- 6 **Gunnery Direction Officer's sight**
- 7 6in gun radar director
- 8 **Twin 40mm Bofors gun turrets, port and starboard**
- 9 Bofors gun director units
- 10 **Officers' cabins**
- 11 Wardroom
- 12 **After engine-room**
- 13 Parsons geared turbines, port and starboard driving aft propellers
- 14 **Double-plated hull bottom**
- 15 Transmission shaft housing, fuel oil tanks beneath
- 16 **After boiler room, twin Admiralty three-drum boilers mounted fore and aft**
- 17 Life rafts
- 18 **Aft boiler room funnel**
- 19 Aft radar antennae
- 20 **Communications aerials**
- 21 Aft antenna mast
- 22 **4in gun director units**
- 23 Twin 4in gun turrets, port and starboard

- 24 **Hull side armour**
- 25 Forward engine room
- 26 **Twin-geared turbines driving forward propellers**
- 27 Bilge keel
- 28 **Forward boiler room, twin boilers mounted side-by-side**
- 29 Boiler forced draught turbo fan
- 30 **Fan air intake duct**
- 31 4in gun ammunition chain conveyor
- 32 **Forward boiler room funnel**
- 33 Twin 35ft fast motor boats
- 34 **27ft whaler port and starboard**
- 35 36ft motor pinnacle
- 36 **6/7 ton electric crane**
- 37 25ft motor cruiser
- 38 **Personnel landing craft**
- 39 Food stores
- 40 **Bakery**
- 41 Midships accommodation deck
- 42 **Main switchboard room**

- 43 200kw diesel generator
- 44 **Armour support bulge plating**
- 45 Life rafts
- 46 **Forward 40mm Bofors guns**
- 47 40mm gun director unit
- 48 **Operations room**
- 49 Waste steam exhaust duct
- 50 **Signal flag locker**
- 51 Forward radar and antenna mast
- 52 **Radar scanners, search, navigation and surface-to-air**
- 53 20in signal light, port and starboard
- 54 **Forward 6in gun radar director**
- 55 10in signal light, port and starboard
- 56 **Upper bridge**
- 57 Air plot shelter
- 58 **Forward gunnery direction officer's sight**

FAST

ic Second ruiser



THE CRUISER HMS Belfast was launched in March 1938 and featured in some of the critical moments of the Second World War – though a rendezvous with a mine almost meant she was finished before she started.

The ship, completed 60 years ago this month, was built at Harland and Wolff in Belfast at a cost of £2.14 million, and was designed as a 6in-gun cruiser of 10,000 tons standard displacement, to protect seaborne trade, for offensive operations, and to support amphibious operations, all of which she did with distinction.

On November 21, 1939, she was badly damaged by a magnetic mine in the Firth of Forth, and underwent 28 months of repairs in Devonport before she rejoined the war effort. She was now a much larger and more powerful vessel, displacing just over 11,500 tons, with the latest radar and fire control systems.

Once she was back, on November 3, 1942, she was soon in the thick of the action. She escorted a Russian convoy which encountered hurricane-force storms, and spent much of 1943 on duties in Arctic waters, where conditions for the 950 men on board were miserable.

Christmas 1943 put Belfast in the firing line of the mighty German battlecruiser Scharnhorst, when the Nazis tried to attack two convoys which she was escorting as flagship of the Tenth Cruiser Squadron.

But superior Allied forces caused the

German ship to flee, and caught her on her way back to Norway.

Belfast played a leading role in the final destruction of the Scharnhorst, and before the following summer she had also helped escort the carrier task force which crippled the battleship Tirpitz.

On June 6, 1944, at 0530 Belfast fired the first shells of the invasion of Europe, and supported the landings until July 10.

She then sailed for the Far East, but the Japanese had surrendered before she reached Sydney, and instead of fighting, the cruiser ferried survivors of Japanese POW and civilian internment camps between Shanghai and Hong Kong.

The ship also saw action in the Korean War, bombarding shore targets between 1950-52, before she returned to the UK to spend three years in reserve.

Belfast is depicted following her 1956-59 extended refit and modernisation programme – and this is largely how she appears today.

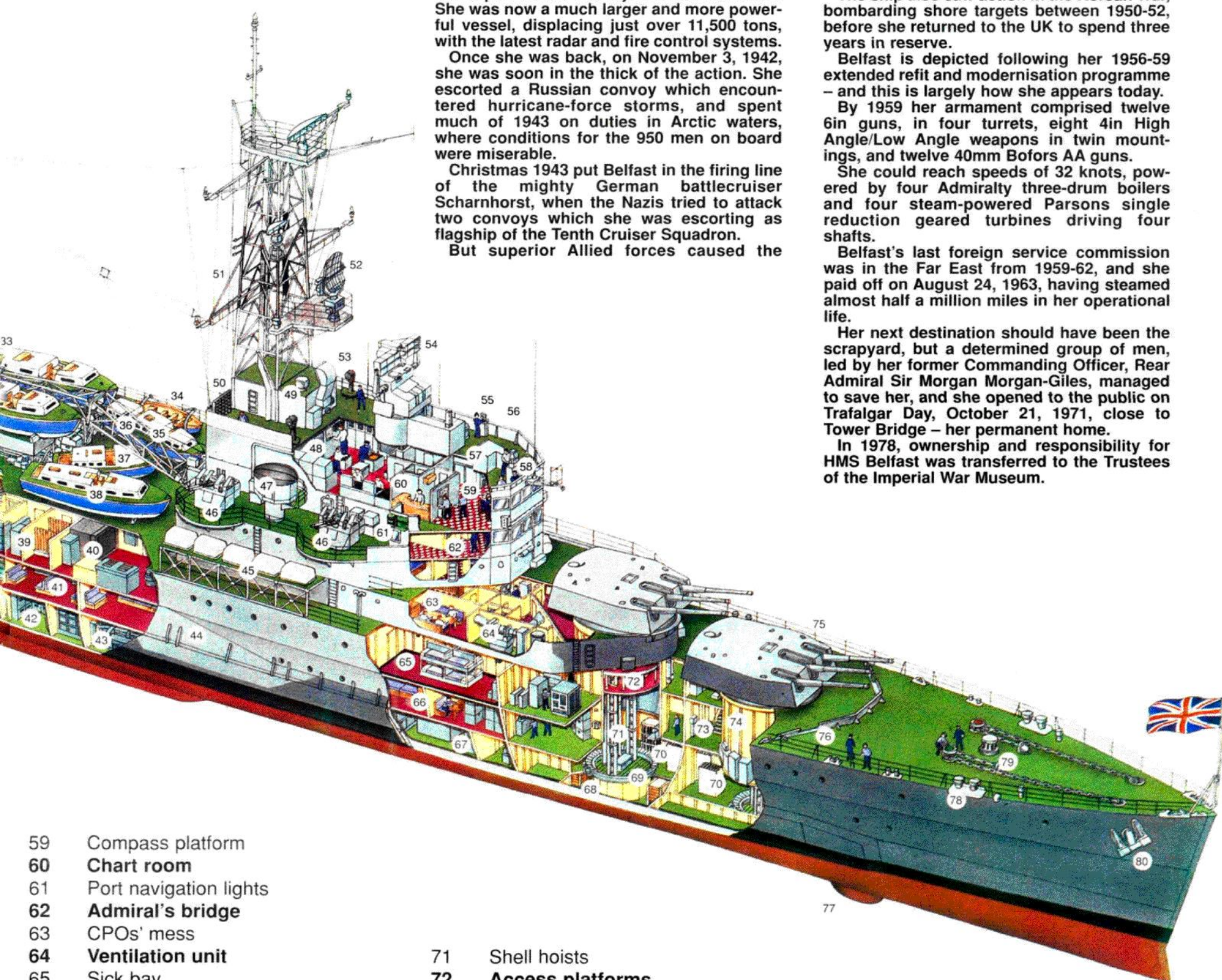
By 1959 her armament comprised twelve 6in guns, in four turrets, eight 4in High Angle/Low Angle weapons in twin mountings, and twelve 40mm Bofors AA guns.

She could reach speeds of 32 knots, powered by four Admiralty three-drum boilers and four steam-powered Parsons single reduction geared turbines driving four shafts.

Belfast's last foreign service commission was in the Far East from 1959-62, and she paid off on August 24, 1963, having steamed almost half a million miles in her operational life.

Her next destination should have been the scrapyard, but a determined group of men, led by her former Commanding Officer, Rear Admiral Sir Morgan Morgan-Giles, managed to save her, and she opened to the public on Trafalgar Day, October 21, 1971, close to Tower Bridge – her permanent home.

In 1978, ownership and responsibility for HMS Belfast was transferred to the Trustees of the Imperial War Museum.



- 59 Compass platform
- 60 Chart room
- 61 Port navigation lights
- 62 Admiral's bridge
- 63 CPOs' mess
- 64 Ventilation unit
- 65 Sick bay
- 66 Forward accommodation deck
- 67 Gunners' armament store
- 68 No. 2 gun-turret magazine
- 69 Revolving shell-handling carousel
- 70 Shell room

- 71 Shell hoists
- 72 Access platforms
- 73 Junior ratings' mess decks
- 74 Turret support structure
- 75 Forward 6in gun turret
- 76 Bow wave deflector
- 77 ASDIC housing

- 78 Mooring bollards
- 79 Forward capstan
- 80 Starboard anchor